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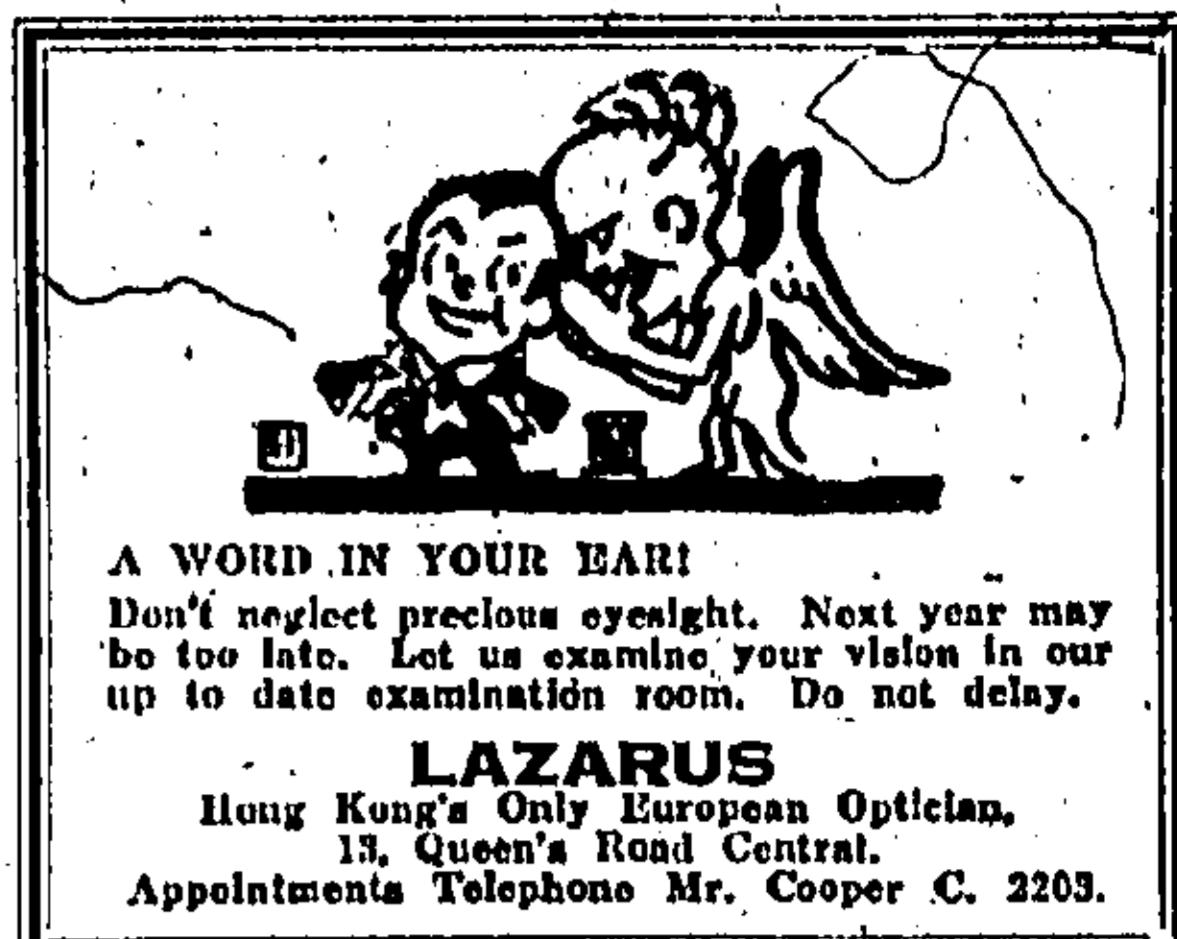
Vol. VI. No. 233. 號二廿月二十一年九十二百九十一英 HONG KONG, SUNDAY, DECEMBER 22, 1929. 日二廿月一十年已己次歲 年八十國慶華中 Price, 10 Cents Per Copy.

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ENGLISH & SCOTTISH LEAGUE RESULTS & TABLES UP TO DATE

[FROM OUR OWN CORRESPONDENT]

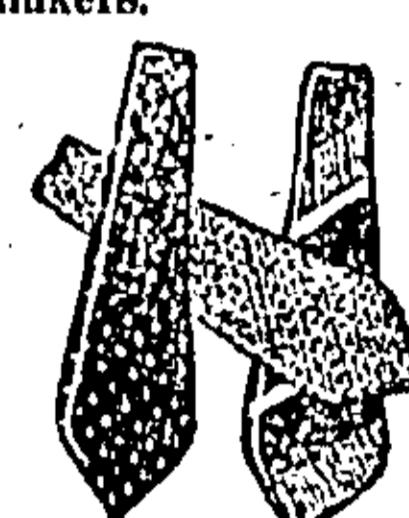
In rest in football to-day centred in a full programme of English and Scottish League matches. Results:—

Division I.		Division II.		Division III. (South)		Division III. (North)		Scottish League		
Birmingham	3 Sunderland	1	Barnsley	2 Bradford C.	1	Brentford	6 Walsall	0	Barrow	0 Halifax
Blackburn	1 Manchester C.	3	Blackpool	3 Swans	0	Brighton	5 Fulham	0	Carlisle	4 South Shields
Huddersfield	0 Bolton	2	Bradford	0 Wolves	0	Bristol R.	4 Queen's P. R.	1	Crews	5 Hartlepools
Leicester	4 Burnley	3	Bury	4 Cardiff	0	Clapton O.	0 Bournemouth	0	Nelson	2 Accrington
Liverpool	1 Arsenal	0	Chelten	5 Preston N.E.	0	Coventry C.	5 Luton	0	New Brighton	1 Lincoln
Manchester	2 Leeds	1	Millwall	3 Reading	1	Merthyr	1 Gillingham	1	Port Vale	1 Tranmere
Middlesbro'	2 Portsmouth	0	Notts Forest	5 Bristol C.	0	Newport	4 Exeter	0	Southport	3 Darlington
Newcastle	2 Derby	3	Oldham	2 Notts County	2	Plymouth	6 Crystal Pal.	0	Stockport	1 Chesterfield
Sheffield U.	2 Everton	0	Southampton	2 Charlton	2	Swindon	2 Norwich	1	Wigan	3 Rochdale
West Ham	5 Aston Villa	-2	Tottenham	2 Hull	2	Torquay	0 Northampton	1	Wrexham	1 Rotherham
Grimsby v. Wednesday match	postponed.		West Brom.	2 Stoke	0	Watford	2 Southend	1	York	2 Doncaster
Goals.		Goals.		Goals.		Goals.		Goals.		
P. W. D. L. F. A. Pts.		P. W. D. L. F. A. Pts.		P. W. D. L. F. A. Pts.		P. W. D. L. F. A. Pts.		P. W. D. L. F. A. Pts.		
Mcchester C. 19 12 4 3 49 31 28		Blackpool ... 19 12 6 0 48 17 30		Plymouth ... 18 12 6 0 48 17 30		Port Vale ... 10 15 3 1 50 17 33		P. W. D. L. F. A. Pts.		
Derby ... 20 11 4 5 40 35 20		Oldham ... 19 12 4 3 44 23 28		Brentford ... 18 12 3 3 40 18 23		Stockport ... 10 11 3 2 45 18 23		Aberdeen ... 21 14 4 3 51 30 32		
Wednesday ... 18 11 3 4 44 22 25		Wolves ... 21 10 5 0 41 33 25		Brighton ... 18 11 4 3 48 22 26		Darlington ... 10 11 2 5 45 26 22		Rangers ... 14 9 3 2 48 16 31		
Aston Villa ... 19 11 3 6 46 37 25		Bradford ... 20 10 4 0 36 34 21		Northants ... 18 11 3 4 29 17 23		Craws ... 17 10 2 5 42 26 22		Motherwell ... 20 12 3 5 44 28 27		
Leeds ... 20 10 2 8 36 29 22		Chelsea ... 19 10 4 5 36 24 23		B'ham ... 17 8 7 2 34 10 24		Carlisle ... 18 10 4 5 48 27 29		Colle ... 19 12 3 4 48 32 27		
Middlesbro' ... 20 10 2 8 46 35 22		Derry ... 19 11 2 6 46 34 24		Southend ... 18 7 7 4 31 27 21		Accrington ... 18 8 6 2 30 27 20		Kilmarnock ... 20 10 6 5 38 30 24		
West Ham ... 20 9 4 7 32 37 22		Cardiff ... 21 10 3 8 32 28 23		Crystal P. ... 21 5 7 3 34 21		Rochdale ... 16 8 3 6 35 35 21		Hearts ... 1 1 2 5 42 35 28		
Bolton ... 20 8 4 7 42 38 21		Southampton ... 20 0 4 7 34 30 22		Coventry ... 18 9 3 6 44 30 21		St. Mirren ... 20 10 2 8 40 31 23		Wigan ... 18 7 5 8 34 22 19		
Liverpool ... 20 8 4 8 39 38 20		Charlton ... 19 7 7 3 37 28 21		Swindon ... 20 3 6 7 35 30 21		Wrexham ... 18 7 5 6 31 30 19		Father ... 20 9 2 5 42 35 23		
Leeds ... 20 8 4 9 40 40 20		Hull ... 19 8 4 7 48 34 24		Walsall ... 18 7 5 6 35 30 21		Hearts ... 20 10 6 5 38 30 24		Hearts ... 20 10 2 8 40 31 23		
Sheffield U. ... 20 8 3 9 38 33 19		Stoke ... 21 7 6 8 40 32 29		Walsall ... 18 7 5 6 35 30 21		St. Mirren ... 20 10 2 8 40 31 23		Ayr ... 18 7 5 8 34 22 19		
Burnley ... 20 8 3 9 34 29 19		Notts For. ... 20 7 5 8 27 37 19		Queens P.R. ... 17 5 8 4 22 26 18		Tranmere ... 18 6 4 8 35 33 16		Father ... 20 7 5 8 34 22 19		
Huddersfield ... 20 7 4 9 32 37 33		Tottenham ... 20 6 8 26 32 18		Norwich ... 18 7 4 7 35 37 16		York ... 17 3 9 4 23 25 16		Hamilton ... 20 7 5 8 34 22 19		
Birmingham ... 20 7 4 9 37 34 18		Reading ... 20 5 7 8 24 34 17		Exeter ... 18 5 5 8 31 34 15		Chesterfield ... 17 6 3 8 27 35 15		Cowdenbeath ... 20 6 5 9 44 35 17		
Mcchester U. ... 20 8 2 10 29 43 18		Notts C. ... 21 4 9 8 28 37 17		Luton ... 18 5 5 8 31 34 15		Hartlepools ... 10 4 6 20 30 14		Clyde ... 20 6 5 9 35 44 17		
Everton ... 21 5 7 9 38 40 17		Bradford C. ... 20 5 6 9 32 38 18		Torquay ... 19 4 6 0 20 30 14		Wrexham ... 18 6 5 6 28 35 14		Dundee ... 20 6 4 10 28 35 16		
Portsmouth ... 20 6 5 9 32 36 17		Bristol C. ... 20 6 3 11 33 51 15		Watford ... 19 5 6 0 20 27 14		Accrington ... 18 6 5 11 25 35 13		Morton ... 20 6 4 10 28 35 14		
Blackburn ... 20 6 5 9 40 46 17		Preston ... 19 6 3 11 31 43 14		Clapton O. ... 18 2 9 7 16 27 13		Halifax ... 17 5 6 11 22 40 14		Dundee U. ... 20 6 5 11 31 42 14		
Newcastle ... 20 7 1 12 38 51 16		Millwall ... 20 3 9 8 31 41 16		Bristol R. ... 17 4 4 0 32 37 13		Wetherham ... 17 4 4 9 12 19 50 11		Hibernians ... 20 4 6 10 28 35 14		
Sunderland ... 19 5 4 10 21 37 14		Newport ... 18 4 4 10 31 37 12		Newport ... 18 4 4 10 31 37 12		N. Brighton ... 18 5 12 19 50 11		Airdrie ... 20 6 2 12 25 34 14		
Barnsley ... 19 5 4 10 24 36 14		Gillingham ... 19 3 4 12 26 36 14		Merthyr ... 17 1 5 11 16 50 7		Barrow ... 17 4 1 12 18 44 9		St. J'stne ... 20 3 5 12 24 47 11		
Swans ... 20 3 4 13 26 36 10										

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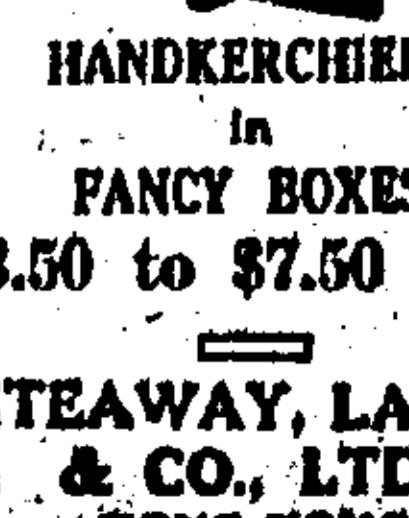
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HOME SPORT

BOXING

Carnera Still a Novice

B. Bonnison writes in the "London Daily Telegraph" on November 20:

With his right eye puffed and discoloured, Primo Carnera, the Italian giant, after his fight with Strubling, which he won in the fourth round, at the Albert Hall on Monday night, was a member of a supper party at which the Prince of Wales was present.

He remained that the larger wicket is good to make it much more difficult for the young players to succeed, and it might lead them to give up cricket for one of the other games that are now so plentiful. George, however, is in favour of the lbw rule, because it will prevent players grubbling when given out and saying that they played the ball, as is often the case at present.

It would be a mistake for the authorities to foist that larger wicket on club cricket. That is the writer's opinion.

One can quite understand the Cricket Conference—the M.C.C.—of club cricket—being still opposed to the idea of any changes in the laws of the game.

One club enthusiast has said: "After all, this puny legislation is brought about simply and solely by the unscrupulous cricket played by a few of the leading counties. Why should we, who hit freely on all occasions, be tarred with the same brush, for the alterations are a reflection on the sportsmanship of the players?"

No legislation is needed at all for club cricket. The laws are good enough as they stand and the M.C.C. ought to remember that club cricket is the backbone of the game.

CRICKET

Fears for the Larger Wicket

George Hirst, the old England and Yorkshire cricketer, commenting on the fact that soon cricket clubs will have to decide whether they are in favour of the large wicket and the new lbw rule, has made one or two important points.

He pointed that the larger wicket is good to make it much more difficult for the young players to succeed, and it might lead them to give up cricket for one of the other games that are now so plentiful. George, however, is in favour of the lbw rule, because it will prevent players grubbling when given out and saying that they played the ball, as is often the case at present.

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FOOTBALL

Decline of English Standard

Much ink has been spilled in recent years trying to explain why English football has declined, compared with the old standards. There is no mystery about it. The cause is the lack of ball control. Very few present-day footballers have the patience to master what is, after all, the most important phase of the game.

It is amazing how many of them think they are good players and yet can only play the ball with one foot and trap it properly with neither. Practised makes perfect, and until English players settle down seriously to ball work there will be no improvement.

Doing the same thing over and over again is not very entertaining, but these players should remember that football is their livelihood and that they ought to work at it until they become proficient. They cannot expect to be wizards of the ball if they do not spend hours, days, and weeks with the ball at their feet.

There is no short cut to ball control. It has to be learnt steadily, just as famous musicians have to struggle with the scales for months, and even then continue to practise them.

Football League clubs ought to insist on ball practice, but they do not seem to think it worth while. More attention is paid to a man's mind than to his body, and the attraction of golf to take the players' minds off football. Playing golf does not improve a footballer's abilities in the slightest.

On the Continent

Jimmy Hogan, the old Bolton and Burley forward, who has been a trainer on the Continent, says ball control is drilled into the foreign footballer. The German players receive far more ball practice than our players, and they do a hundred and one interesting exercises with the ball.

Says Hogan: "Afterwards, running, skipping, gymnastics, and side games are indulged in under the control of the trainer, who stops the game from time to time to point out the more important mistakes. Then the players adjourn to the clubhouse, where theoretical instructions on the blackboard and discussion of plans take place."

One is afraid that many English players would not like that programme at all. Not long ago an old trainer declared he would not teach them anything. Even youngsters out of minor football would spurn advice and suggest they knew all it is necessary to know.

Forget Their Lessons

Another trainer used to have men out and try to make them two-footed players by constantly throwing the ball to each foot. He concentrated more on the weaker foot. By and by he managed to make them more skilful, but in matches he found that invariably those players forgot their lessons and kicked the ball only with the foot in which they had confidence.

Of course, there are exceptions. Frank Barson, who had his day was the finest centre-half back England ever had. When at Barnsley he began training each day earlier than anybody else, and every day devoted hours to ball practice. Barson was always the last to leave the ground. In training and concentration on football preparation Barson, at that time, was a model to all players.

LAWN TENNIS

Tilden and Betty Nuttall

There is some talk of a proposed lawn tennis match between W. T. Tilden and Miss Betty Nuttall. The object, it is ascertained, is to discover the difference between the game as played by men and women. But that does not make a particularly attractive appeal, for to make the proposed match worth watching Tilden would have to concede big odds to Miss Nuttall.

And if the match were arranged, would Tilden play against Miss Nuttall with the same "fire" as he would against Lacoste or Cochet? Would he not exercise some restraint in his game? Finally, the ladies are not worth entertaining. Miss Langton and Miss Helen Wills could not stand up to Tilden's cannon-ball shots easily.

Friendly matches for private enjoyment are all right in their way. One has no doubt that Suzanne had matches with the best men players, possibly with the hope of finding means to improve their play. No exception could be taken to those games.

But, incidentally, it may be mentioned that there is a report to the effect that Middle Langton once had serious hand-to-hand matches with Lacoste and Cochet and did not win even a single game.

A golf match on handicap between men and women is quite a different matter, for in golf, a person is responsible for his (or her) own shots. In lawn tennis the opponent, as often as not, dictates the strokes, and strength plays a bigger part.

ROWING

Suggested Date for Boat Race

The University Boat Race next year will probably be rowed on March 29 at one o'clock.

Mr. J. T. Phelps, pilot to the Oxford crew, said on November 19:

"I have suggested March 29 to the Oxford president, as on that date the tide will be fast and suitable for the race. The tide the week before and the week after is very bad and all against good rowing."

"On March 29 high tide at London Bridge will be at 1.55 p.m. and at Putney at 2.30 p.m., so that if the suggested date for the race is adopted it means that the crews will be rowing with the tide one hour and a half before high tide at the starting post at Putney Bridge. Oxford, having lost the race this year, must challenge for next year."

RUGBY FOOTBALL

The Game on the Continent

In recent years international sport has developed tremendously and Rugby is being taken up seriously on the Continent, in other countries apart from France. Spain has arranged a Rugby fixture with France at Barca-

nia, and has hopes of a second match this season with Germany.

The Germans have become very ambitious since the war and would very much like to arrange a match with the Rugby Union at Twickenham. Indeed, Germany would like to be included in the International Championship competition along with France, but that hope will have to be deferred for a time, though "not so long as might be thought."

It is rather curious that Rugby seems to have been dropped in Italy. From all accounts the Italian Rugby Federation has been suppressed in consequence of unsportsmanlike conduct on the part of certain players and the lack of energy among the officials of the clubs. Perhaps Rugby is not suitable for an excitable people.

BILLIARDS

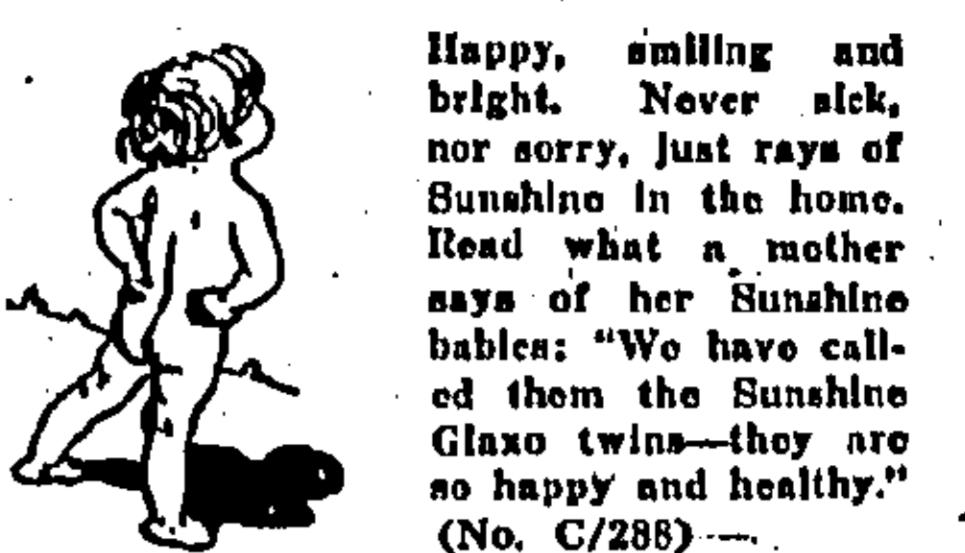
Smith Still Stands Out

Willie Smith has decided not to enter the Billiards Professional Championship and it was by no means certain in mid week whether the Australians, Illudrum and McConachy, would enter. This is unfortunate, because a Championship which does not contain all the "stars"—there are not many of them—in the Championship is name only.

Smith's contention is that the authorities should engage for the Championship a hall that will hold 1,000 spectators and not one which can scarcely accommodate 200 people. He contends that the professionals are entitled to financial remuneration in keeping with the foremost position they occupy in billiards. Naturally, he is anxious to make the most of his talents.

For some years now Smith has refrained from competing for the title on this account, but he has not yet converted the powers that be. Smith's position is clear. It is easy to appreciate that one would think the Control Council could adjust the matter without much trouble or loss of prestige.

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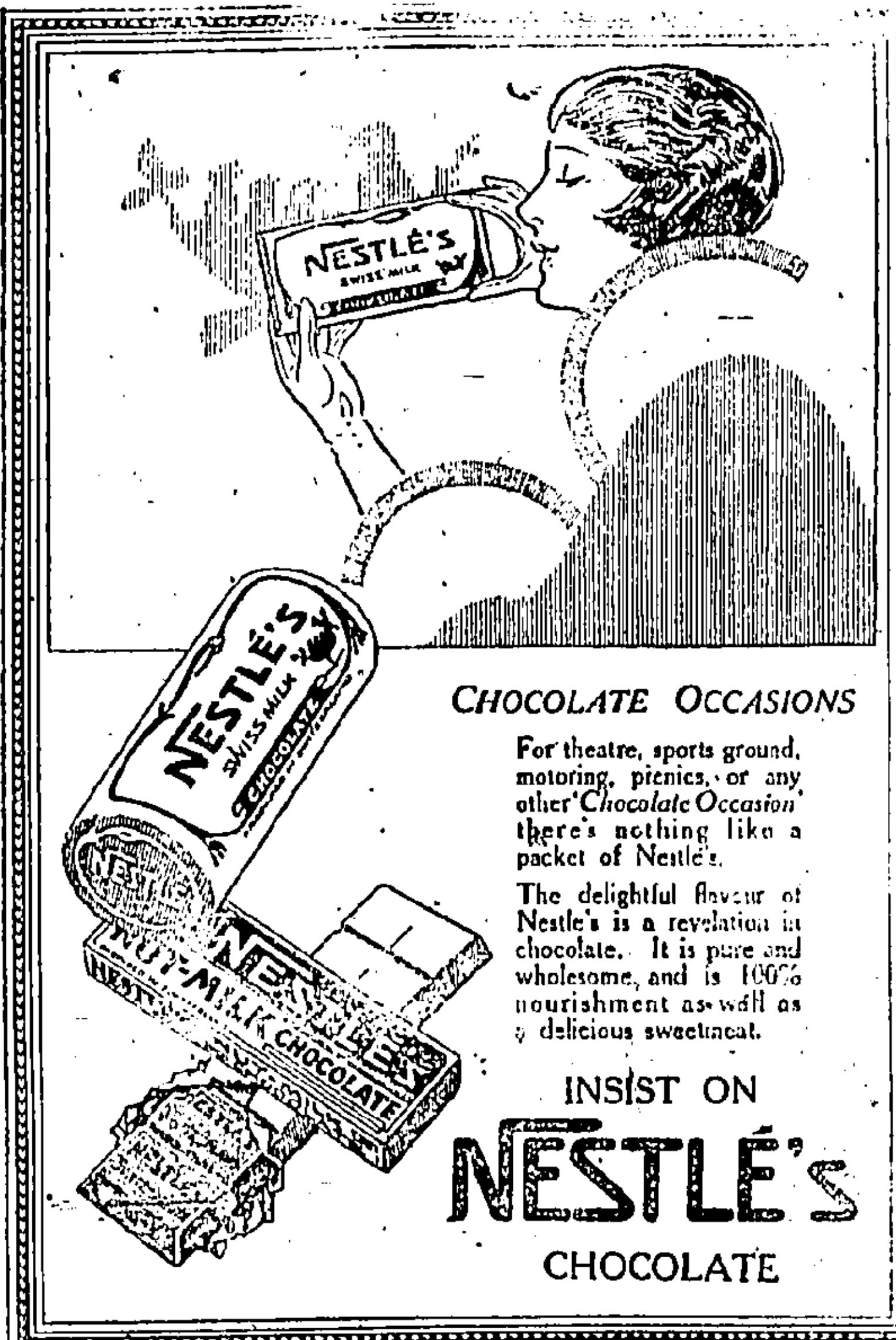
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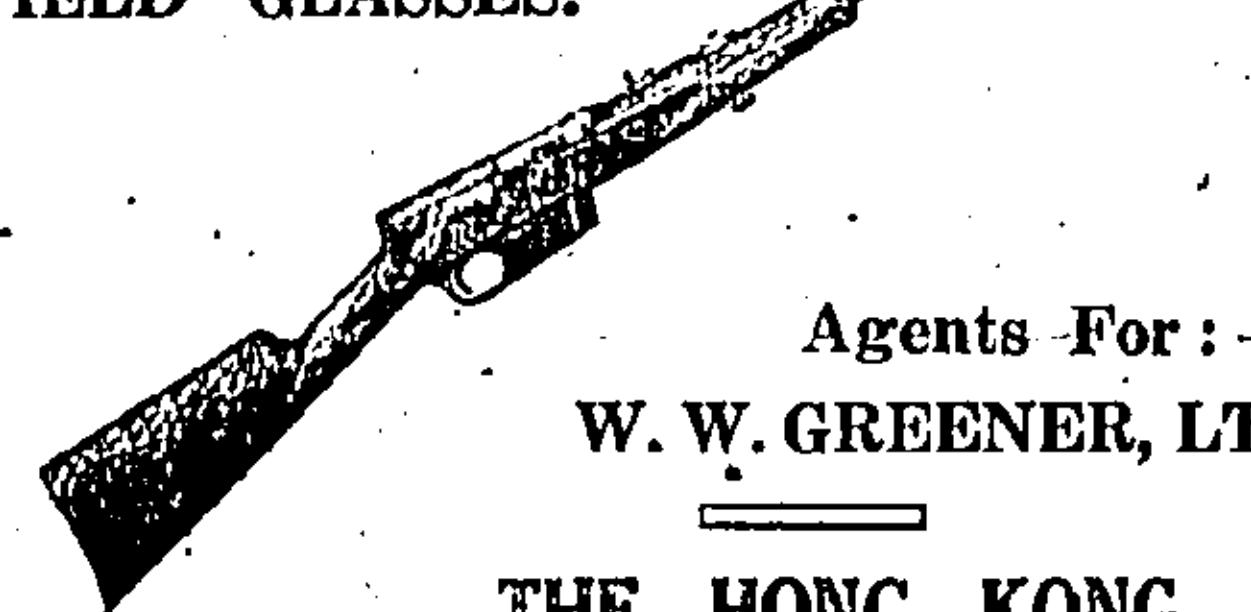
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INTERPORT TRIAL & LEAGUE GAMES

Selected XI Beaten

TWO GOALS DISALLOWED ATHLETIC

Navy Overwhelm University

Before a very poor crowd at Sookumpoo the Selected XI suffered defeat, the Navy beating Rodger three times and responding once only with the aid of McKelvie.

On the whole the play fell a little below the standard expected of a selected side, the Navy being quicker on the ball and snatching at every possible chance which tended to put their opponents off their play.

Right from the start the Navy's players were marking their men well and giving their respective opponents very few chances to become masters of the game.

Little effort was made throughout the game to keep the ball low, which was the obvious thing to do with the wind playing tricks.

The Selected side were the first to score and in the early stages the game promised well for that side, but the determined tactics adopted by the Navy ruined that promise, for they equalised and went ahead before the interval.

A further goal was scored in the second half which placed the issue beyond all doubt, the Navy holding the upper hand for the greater part of the forty-five minutes.

Over-eagerness robbed the Chinese Athletic of two goals but, in spite of that fact, they managed to beat the Gunners by the odd goal in the three registered.

The fact that the Navy's goalkeeper handled the ball twice, once in each half, is proof positive that the University were overwhelmed.

The Navy registered seven and, had it not been for the really remarkable goal-keeping of Oppenheim, their score might easily have reached double figures.

RESULTS AT A GLANCE

Interport Trial

Selected XI.....	1	Navy	3
Athletic	2	R.A.	1
Club	0	R.A.	2
St. Joseph's	0	South China "A"	1
Chinese "B"	0	K.O.S.B.	4
Kowloon	1	Eastern	1
Ewo	1	Recreo	1
Navy	7	University	0

LEAGUE TABLES TO DATE

Division I		Division II	
P. W. D. L.	F. A. Pts.	P. W. D. L.	G. A. Pts.
Somerset	0 7 1 19 6 15	K.O.S.B. "A"	21 18 3 8 16 36
Athletic	9 0 2 1 19 5 14	South China "A"	10 1 0 1 40 31
K.O.S.B.	11 5 4 2 17 8 14	Chinese "A"	14 9 3 2 47 10 21
Navy	0 5 2 2 19 14 12	Somerset	10 8 1 1 33 12 17
R.A.	13 4 3 6 21 27 11	R.A.	15 7 3 5 37 24 17
South China	8 5 1 2 18 6 11	R.A.	12 5 2 5 30 28 12
Kowloon	8 3 2 11 8 9	Eastern	11 4 2 5 19 23 10
R.A.	10 4 1 5 16 15 9	Chinese "B"	11 4 2 5 17 22 10
Recreo	8 2 1 5 9 18	Kowloon	12 4 2 6 20 32 10
Club	8 1 2 5 7 15 4	R.A.M.C.	11 3 1 7 18 37 7
St. Joseph's	0 2 0 7 8 28 4	University	10 2 1 7 10 36 4
Ewo	0 0 1 8 8 28 1	Club	13 1 2 10 33 41 4
Police	0 0 1 8 8 28 1	Police	11 0 3 7 10 34 4
		Club	10 1 2 7 8 38 4

Interport Trial

SELECTED XI v. NAVY

This trial took place on the Military Ground at Sookumpoo, full-time of ninety minutes being played. There were two changes in the advertised teams, one in each side, A. Ward filling A. V. Gosano's position of inside right in the Selected XI team and, through McGregor spraining his ankle this morning, his birth of right back was filled for a few minutes by Barham of the K.O.S.B. Reserves, until the arrival of Ward, from Happy Valley, he having taken part in the Junior fixtures with the University.

Mr. F. Smith took charge and lined up the following players.

Selected XI: Rodger; Wynne; Reeves; Hodley; West; Blas; B. Gosano, A. Ward, McKelvie; Bewley-Bull and Butcher.

Navy: Jarvis; Ward (Barham for first few minutes); Jones; Stephenson; Tilley; Bell; Van Tromp; Firth; Cann; Gould and Dickenson.

Early Goal

For the first forty-five minutes the Selected XI had the benefit of a stiff breeze and were early to the attack.

Before the game was five minutes old West sent in a hard shot which Jarvis stopped but could not hold, McKelvie having little difficulty in placing the dropped ball into the net.

From the place kick play returned to the Navy's half but shooting opportunities were few with the Navy's defenders very much on the alert.

At this stage Barham retired in favour of Ward who arrived at the ground from a seven clear goals' victory over the University.

West was trying to open out the play by longer passes and gave McKelvie a shooting chance from an acute angle but the good effort struck the wrong side of the net.

Navy on Top

Bewley-Bull was next on the warpath and in his run in Jarvis threw himself at his feet and smothered the ball which saved a very dangerous situation.

Cann was then sent forward and had a good run through to boat

Nothing materialised from the flag kick.

West could not clear properly and Dickenson, beating the Selected XI centre half, sent in a fast rising shot that just went over.

A. Ward of the Selected side could have walked the ball in, a second or two later, when a good pass was sent across by Butcher but was too slow, Jarvis clearing his lines easily.

The Navy's play was slightly better in midfield, but they could not get near enough to their opponents' goal for effective shots. A raid by the Selected's front line was very nearly successful, a fast drive from the foot of B. Gosano just missing its mark. McKelvie next came into the picture, but in the nick of time was robbed by Jarvis throwing himself at his feet.

The clearance was, however, only partial, for West tried his luck with a long shot as Jarvis was returning to his charge.

This, however, went over.

Dangerous Play

An exciting incident then took place in the Navy's goal area.

Jarvis, being prevented from clearing, was lying on the ground with the ball beneath him, when

McKelvie indulged in dangerous play by attempting to kick the ball away.

A free kick was awarded.

Jarvis apparently had his hand clapped in the encounter, but soon shook the effects off.

From a high shot sent in by West, Jarvis did well in effectively side-stepping McKelvie to clear.

McKelvie could not have realised his favourable position when receiving a centre from B. Gosano for, instead of trying his luck, he put out to Bewley-Bull, thereby losing a splendid scoring chance. Jarvis was having a warm time, and earned the applause of his supporters by saving cannon shots in quick succession from McKelvie and Bewley-Bull. McKelvie eventually put over the bar. The interval whistle then concluded the first half.

Half-time:

Selected XI

Navy

Terrific Drive

After the resumption the wind appeared to die down a little but what there was, was an advantage to the Navy's eleven, for straight to the attack they went.

Reeves was just in time to stop Cann, and Ward was a little lucky in calling a halt to Butcher.

Still on the aggressive Cann made a rush, but his final effort went just wide. Ward the Navy's substitute right back nearly put through his own goal in trying to clear an awkward cross shot, the ball going behind for a corner, which was cleared.

Heulley then sent in a terrific drive which crashed into the cross-bar and rebounded into play for Tilley to put over.

Rodger then saved well from Dickenson at the expense of a corner which was also cleared, and a little later stopped two hot shots in quick succession.

A beautiful pass went begging as McKelvie was not up far enough, and Ward being badly positioned sent wide.

Gould next had a try, but his promising shot hit the wrong side of the net, very low.

The Selected's defence were now guilty of dallying instead of making clean clearances, first Wynne mis-kicked when Reeves failed, letting in Firth who gave Rodger no chance.

Ward Injured Twice

Jarvis was next to be tested, Butcher's slow drive necessitating him throwing himself full length to the round the post, the corner being cleared after a melee.

Ward was then hurt, but after attention resumed play.

Jarvis was a trifle lucky in saving a good effort from McKelvie, but Ward was again hurt in the melee that followed, and this time had to be assisted from the field.

In the closing minute of the game Gould missed a gift goal.

The Navy fully deserved their victory, and a little more was expected of the Selected eleven but we will leave criticisms to the experts who were present to watch the abilities of the players.

Result:

Selected XI

Navy

Division I

CHINESE ATHLETIC v. R.A.

Gunners Go Down

Played at the Stadium before a poor attendance, the Athletic were value for their win by the odd goal in three. Master-at-Arms Veoper lined up the following teams:

Athletic: Chan Sik-pui; Wong Shiu-woo; Lai Yuk-int; Ho Che-yin; Wong Shiu-woo; Lam Yuk-ying; Ng Kam-chuen; Tsao Kwan-sing; Wong Pak-choeng; Ho Ka-keung; Chan Kwong-lu.

R.A.: Lawrence; Seal; Maltby; Flower; Dunning; Bacon; Rodgers; Recd; Gough; Wood and Schofield.

Offside Spills Opening

The R.A. kicked off and immediately made tracks for the enemy's territory, first Hall and then Joyce missing with strong shots.

The Athletic took up the running and after some good play by the left wing, Tsao Kwan-sing opened the scoring with a well-placed shot.

The Artillery were not disheartened, and attacked immediately, but the nearest was a strong drive by Gill from a foul kick 30 yards out, which went just over the bar.

Davy put in a nice shot which Chan Sik-pui tipped over the bar for a corner, and from the flag kick Davy put behind.

The Artillery kept up the pressure and after some good play by the left wing, Tsao Kwan-sing opened the scoring with a well-placed shot.

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The Artillery were not disheartened, and attacked immediately, but the nearest was a strong drive by Gill from a foul kick 30 yards out, which went just over the bar.

LOCAL CRICKET

Enthusiasm Damped By Rain

CIVIL SERVICE WEAK

Fine Police Bowling Against R.A.S.C.

NAVY WINS EASILY

The Royal Artillery had to postpone a League match against the Club de Recreio owing to their inability to field a team.

The slight fall of rain during yesterday afternoon effectively damped enthusiasm during many of the games which were played.

Col. Wyatt and B. S. M. Leach obtained the majority of the wickets of the Civil Service team for 81 runs, the batsmanship being very weak and obviously in need of improvement.

The Indian Recreation Club were unfortunate in their League match against the Navy. The light had become very bad at 5.10 p.m., when only a third of the team had been dismissed.

The R.A.S.C. were outclassed by the Police, who have taken all before them this season. Private Fry batted well against fast bowling, but his bowling did not reach the standard hitherto set up by him. Alexander and Baker, of the Police, excelled themselves in bowling.

League—Division I

Friendlies—Division I

OVER 30 v. UNDER 30

The "juveniles" proved to be too tough for their "elders" when they met in a friendly Cricket match on the Hong Kong C.C. ground.

Under 30

E. R. Witchell, b Parker 14
Capt. Sillitoe, b Divett 17
T. Pearce, b Parker 40
Remington, run out 14
Heaphorn, b Beck 63
McKenzie, not out 6

Total (for 5 wkt.) 174
Brown and Collie did not bat.

BOWLING ANALYSIS

O. M. R. W.
Parker 15 2 69
Divett 7.2 1 24
Ashworth 2 0 7
Bowker 4 1 25

Over 30

Moor, b Pearce 15
Armstrong, l.b.w., b Sillitoe 67
Hinton, b C. Reid 17
Parker, c Brown, b Reid 10
Divett, b Reid, b Sillitoe 10
Ashworth, c Collis, b Reid 12
Mills, b Sillitoe 10
Harvie Walker, not out 10

Extras 5 0 27

Total (for 8 wkt.) 174
Gahagan did not bat.

BOWLING ANALYSIS

O. M. R. W.
Reid 15 2 72
Pearce 5 0 38
Sillitoe 5 0 27

The University

The Kowloon C.C. again defeated the University in a friendly match at Kowloon.

Kowloon C.C.

E. C. Fincher, c Gan, b Lam 32
W. C. Hung, run out 10
E. F. Fincher, b Lam 53

K. Zimmerman, c Normanby, b Lam 2

W. Brace, b Samy 14

F. Goodwin, not out 41

A. T. Lee, c Normanby, b Gittins 6

D. I. Laing, stp. Kermani, b Samy 6

Extras 13

Total (for 7 wkt.) 180

O. B. Raven, R. S. Capell and N. H. Ross did not bat.

BOWLING ANALYSIS

O. M. R. W.
Gittins 12 1 54
Lam 6 0 34
Naker 2 0 11
Ride 4 0 22

Hong Kong University

S. R. Kermani, c & b Brace 10
V. S. Gittins, c Lulu, b Ross 14

A. R. Minu 5 0 11
C. F. Doodha 0 0 11
A. K. Minu 3 0 10
Lt. Col. Rumjahn, b C. R. Minu 4 0 18

A. H. Rumjahn, c & b Lascott 0
J. S. A. Curream, c Lascott 0
A. H. Madar, c Lascott, b Humphrey 10

A. A. Rumjahn, c Stephenson, b Lascott 4

A. R. Minu, b Humphrey, c Mosley, b Bumphrey 5

O. S. Ismail, c & b Humphrey 0

A. K. Minu, not out 8

A. el Areuli, not out 12

Extras 0

Total (for 8 wkt.) 184

Stk. Cross did not bat.

BOWLING ANALYSIS

O. M. R. W.
J. A. Curream 1 18 4
A. R. Minu 13 1 37 4
A. H. Madar 12 4 10 0

A. A. Rumjahn 4 0 16 0

C. F. Doodha 0 0 11 0

A. K. Minu 3 0 10 0

A. M. Rumjahn 4 0 18 1

Indian R.C.

A. H. Rumjahn, c & b Lascott 0

J. S. A. Curream, c Lascott 0

A. H. Madar, c Lascott, b Humphrey 10

A. A. Rumjahn, c Stephenson, b Lascott 4

A. R. Minu, b Humphrey, c Mosley, b Bumphrey 5

O. S. Ismail, c & b Humphrey 0

A. K. Minu, not out 8

A. el Areuli, not out 12

Extras 0

Total (for 8 wkt.) 102

A. M. Rumjahn did not bat.

BOWLING ANALYSIS

O. M. R. W.
Comr. Baker 7 2 21 0

A. H. Lascott 18 4 20 0

Bn. Lt. Bumphrey 11 8 27 0

Eng. Lt. Bennett 4 0 31 0

Sub. Lt. Glass 1 0 1 0

Baker 0

Simpson, not out 0	Com. Buckland, c Rawson, b Lovett 3
Extras 0	Lt. Jackson, b Lovett 0
Total 56	Ldg. S. Purtor, b Milam 0
BOWLING ANALYSIS	Noil, not out 1
O. M. R. W.	H. P. O. Kelly, b Milam 0
Alexander 8 3 18 0	Moyes, c & b Milam 0
B. G. Baker 7.2 2 32 4	Extra 0
Police Recreation Club	Total 28
T. H. King, c Fennell, b Simpson 1	BOWLING ANALYSIS
T. H. Hunter, not out 30	O. M. R. W.
Alexander, b Simpson 20	Milam 6 1 7 7
Extras 4	Lovett 4 1 16 3

LEAGUE TABLE

Division	I.	P.	W.	L.	D.	Pts.
Hong Kong C.C.	1	1	0	0	0	3
Crangengover C.C.	1	1	0	0	0	3
Indian R.C.	2	0	0	2	0	2
The Navy	1	0	1	1	0	1
Kowloon C.C.	1	0	1	1	0	1
The Army	2	0	1	1	0	1
Civil Service C.C.	1	2	0	1	1	1
The University	1	0	1	1	0	1
Division	II.	P.	W.	L.	D.	Pts.
Police R.C.	4	0	1	3	1	13
Crangengover C.C.	3	1	2	1	0	9
Hong Kong C.C.	3	0	3	0	0	9
Kowloon C.C.	2	1	2	0	0	8
R.E. & R. Signals	3	2	1	0	0	6
Club de Recreio	5	1	3	1	1	5
R.A.S.C.	6	1	5	1	0	5
Indian R.C.	5	1	4	1	0	4
Civil Service C.C.	3	2	1	2	0	4
The University	2	0	2	1	0	4
Royal Artillery	2	0	2	0	0	4
R.A.O.C.	4	0	4	0	0	0

H.K. YACHTING

Fifth Handicap Races

ALL BOATS FINISH

Total	BOWLING ANALYSIS	O. M. R. W.
19	10	5 2 8 5
De Sousa 6 0 10 4	Alves 6 0 10 4	De Sousa 6 0 10 4
Club de Recreio	4	4
M. F. Pinna, b Edmonds 4	A. P. Porpora, c Maughan, b	Edmonds 4
G. Edmunds 0	C. Gutierrez, b Randle 12	G. Edmunds 0
C. Gutierrez, b Randle 12	G. M. Sousa, b Randle 8	C. Edmunds 0
J. H. Figueredo, b Edmonds 0	G. A. Noronha, b Randle 0	J. H. Figueredo, b
F. H. Carvalho, b Randle 29	F. H. Carvalho, b Randle 29	G. Edmunds 0
D. P. Xavier, b Randle 5	D. P. Xavier, b Randle 5	J. H. Figueredo, b
H. M. Xavier, b Randle 12	H. M. Xavier, b Randle 12	G. Edmunds 0
H. A. Alves, c Davis, c Booker 12	H. A. Alves, c Davis, c Booker 12	J. H. Figueredo, b
L. J. Gutierrez, not out 9	L. J. Gutierrez, not out 9	G. Edmunds 0
Extras 6	Extras 6	6

The Fifth Championship race (Handicap Class) for racing yachts was sailed yesterday over course of 9.4 miles, from Lyemun Beacon (P.) to Kowloon Rocks, Mark-on-Line (P.), and Channel Rocks (S.).

This Class did not race last week.

The finished and corrected times are given below:

"Handicap" Class

(Started 2.50 p.m.)

Finishing Corrected TIMES.

Rolla (1) 4.46.15 4.46.15

Linda (3) 4.49.01 4.48.14

Diana (6) 4.53.02 4.49.84

Colossus (4) 4.54.44 4.48.28

Dorothy (2) 4.53.19 4.46.16

"Menagerie" Race for "I", "Y" and "G" Classes</p



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Keeps Away Colds

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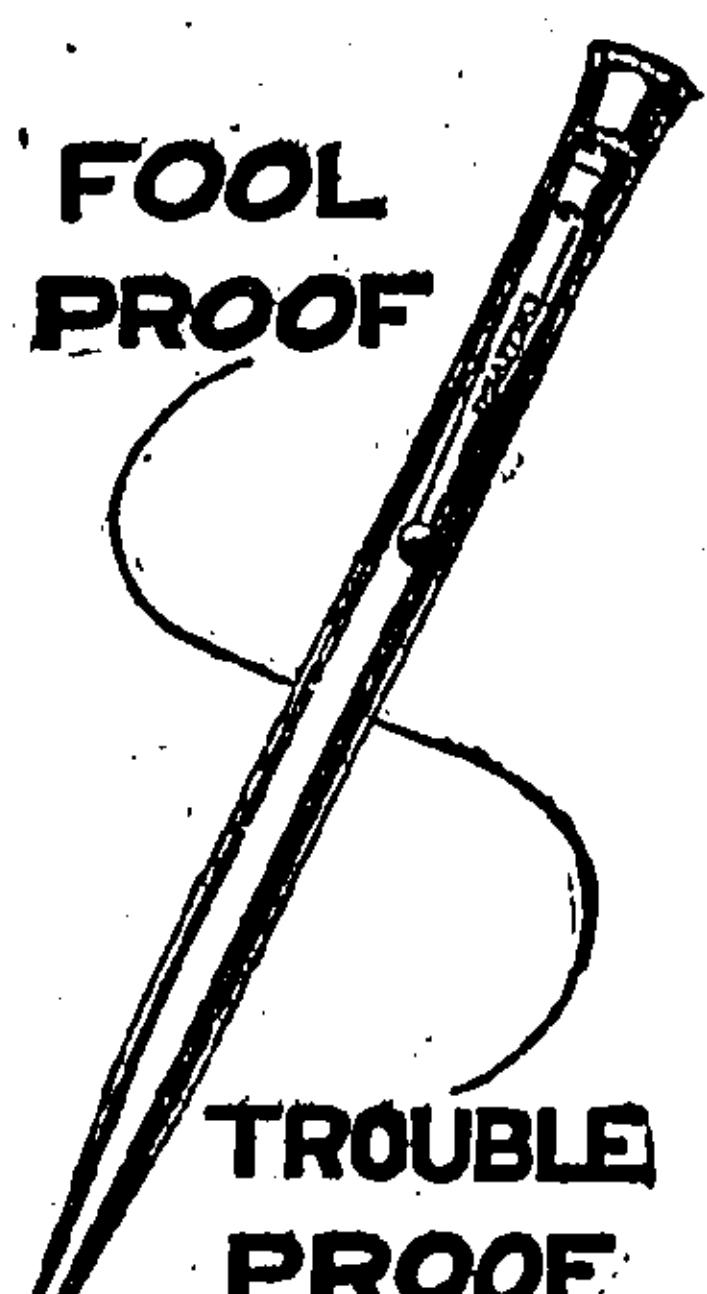
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Malt Extract for Vitamin B
Sunkist Orange Juice for Vitamin C and Calcium Phosphates for lime, to make strong bones!"

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CHINA LIGHT CO.

(Continued From Page 2)

Amalgamation Scheme
Before concluding, I have to mention that in March last we received an offer from the Hong Kong Electric Co. for amalgamation on the basis of an exchange of shares in the proportion of one share in the Hong Kong Electric Co. for every six of the 720,000 shares which at that time comprised the issued capital of this Company. This proposal was given very serious consideration by your Directors, and after some negotiation the Hong Kong Electric Co., on May 23, wrote to us stating that unless we were willing to accept one of their shares for every five of the 800,000 shares in the China Light & Power Co., the Directors of the Hong Kong Electric Co. were unable to recommend amalgamation to their shareholders.

The advantages of amalgamation were not lost sight of, but having regard to the future prospects of this Company, the terms offered by the Hong Kong Electric Co. were found unacceptable by your Directors.

Reaping the Reward

The pioneering efforts of this Company, attended as they were with discouraging results over a long period of years, have now begun to be rewarded, as the accounts before you clearly show. Further large capital expenditure will, however, have to be faced in order to cope with the increase for electric energy on the mainland; but, in view of all the circumstances, we anticipate that the expenditure will be fully justified.

I think I have now covered all the ground, but before moving the adoption of the Report and Accounts, would like to mention that the proposed appreciation of about \$23,080 in the form of Bonus of one month's salary to the Staff is one which your Directors trust will command itself to the unqualified approval of the shareholders. The satisfactory results of the year's working have been produced by the united efforts of the personnel of all departments of the Company's business.

Chairman's Resolution

I now beg to propose the following resolution, and after it has been seconded shall be pleased to answer questions from shareholders:

"That the Report and Accounts as presented to this Meeting be adopted and passed, that a Final Dividend of nine per cent. on the paid up capital of the Company be and hereby declared in respect of the financial year ended September 30, 1929, that a Bonus be paid to the Company's Staff equivalent to one month's salary amounting to about \$23,080, and that the undivided profits of the Company amounting to \$433,044.81, less the above appropriations, be carried forward to Profit & Loss Account for the financial year 1929/1930."

Shareholder's Approval

Mr. C. A. da Roza seconded. Mr. H. W. Bradbury, in proposing an amendment, said:—

Gentlemen.—We have all listened with the greatest pleasure to the Chairman's speech on the working of the Company for the past financial year. It is a review on which we may all heartily congratulate ourselves, and it old out hopes for the future regarding which we have every reason to be satisfied. After many years of patient waiting, we may now fairly hope that the Company is at last beginning to reap the benefits of its enterprise. Tath the Company has been through very difficult and anxious times, we must all agree. That the difficulties and anxieties, inseparable from a pioneer venture, have at least been successfully met and overcome, we can enter-tain no reasonable doubt.

Excellent Results

For this success we are no less indebted to our Board of Directors than to the members of the Company's Staff. As a shareholder of long standing and holding a not inconsiderable interest in the Company, I think I can safely say that the shareholders heartily endorse the recommendation for the payment of a bonus equivalent to one month's salary to the entire staff. They have justly earned this recognition of their good services in the splendid results presented to the shareholders to-day.

Whilst recognising the excellent work of our staff, I must not withhold shareholders' full mood of praise to the gentlemen of the Board who, I feel sure, must have given of their best in time, thought and anxious care, in the best interests of the shareholders, in order to achieve the very excellent results which they were capable of placing before us.

Honorarium for Directors

Most of us are aware that the Board had been faced with unusual and complex problems during the past year. The solution of those problems called for the exercise of tact, good judgment and foresight. That they were resolutely faced and, happily, as successfully overcome in a manner entirely satisfactory to the shareholders, the report and statement of accounts before us, and the Chairman's

LETTERS & RADIO

Addresses Which Cannot Be Traced

POST OFFICE LIST

A General Post Office notification gives the following unclaimed correspondence, etc., waiting at the Post Office, and also unclaimed radio telegrams at the Radio Telegraph Office, Government Building:—

Posto Restante Correspondence

Dr. E. A. Aylward, J. W. Black, J. F. Brennan, Mrs. M. Brennan, Master D. Ballantyne, Mrs. W. T. Cook, E. S. Clough, J. W. Currington, G. Cantillon (a.s. "Kamloove"), Mrs. J. G. Campbell, C. T. Delaney, L. E. Gale Co., H. H. Hazlett, H. J. Hunt (Engineer), International Motor Car Co., J. M. Joseph, Miss P. Lovaine, Coyne Musical Co., Leong Seng Hin and Co., Rev. H. Mattocks, Mrs. W. A. Moerman, A. Mauer, Manager, "K.A.F.A. Specials," A. Meredith, Mrs. S. Newall, c/o J. Watkins, Mrs. F. G. Osborne, J. G. Pierce, Geo. E. Pan, E. Roffe, Mrs. Robinson, A. Rosenbaum, Mrs. M. A. Smith, Miss K. L. Schaeffer, H. Schantz, W. S. Toller, R. Tridon, M. M. Upton, R. L. Wyllie, Miss C. W. Watson, E. S. Weir, Miss Q. Yen.

Unpaid Correspondence

Ali Meah (a.s. "Mandalay"), T. M. Chang

Registered Articles

E. G. Collins, P. C. Heinet, c/o Hong Kong Hotel, Miss Henriette, International Motor Car Co., Leong Seng Hin & Co., A. Mauer, The Panda Bank, Capt. E. Place, a.s. "Tai Wo", c/o Kwong Cheung Tai a.s. Co., Yung Chong Co.

List of Unclaimed Radio

Miller Peninsula Hotel from "Asama Maru".
Hoppines from Belize.
7272 from Wuchow.

3361 from Canton.
Young Fat 34, Causeway Bay from "Talyo Maru".
2507, 7127 from Shanghai.
1347 from Chungking.

Nodot Chez Faquenot from Saigon.
Auyang Man Ley, Nr. 355, 2nd floor
Nathan Rd, Kowloon from Canton
1795, 6534, 6570, 6622, 1684, 5281,
5887 from Canton.

Wong Chung Sing 218, Praya East
from "Tjekembang".
Ton Shin Long from Ilollo.
Kuo Cheong, Wing Lok Street
from Canton.
1129, 6070, 6097 from Wuchow.
Lukjol Hoi Hing Cheung from
Kwongchowan.
3111, 5694, 9866 from Canton.
Suriae from Saigon.
Haustine from Haliphong.

MOTOR BUS LICENCES

As from January 1, 1930, new licence fees will be charged on motor omnibuses and charabans of class 1 (which must be fitted with pneumatic tyres) as follow:—
Not exceeding 40 cwt. in weight, \$100; \$120 together with a further \$10 for each seat for passengers.
Exceeding 40 cwt. \$240 with the same \$10 per passenger seat.

speech, which we have just heard, bear eloquent testimony. It is with very great pleasure, therefore, that I propose an amendment to the Chairman's resolution, viz., that, in addition to adopting the report and accounts as presented, a further appropriation of \$10,000—the equivalent of one year's fees—be made as an honorarium to the existing Directors, as evidence of our appreciation of their painstaking labour on our behalf, to be divided as may be agreed amongst themselves. I shall be glad if someone will kindly second my proposal.

Chairman's Thanks

Mr. M. O'Brien seconded Mr. Bradbury's amendment. The chairman then put the resolution, as amended, to the meeting, and this was carried unanimously.

Mr. Shaw then spoke:—"I think, perhaps, before I go any further that I should, on behalf of the directors, thank you, Mr. Bradbury and your supporters, for your very flattering remarks and also for the very generous sentiments which you have expressed, especially as they are from the Company and constitute such a very substantial token of the confidence you have in the directors, and again for your approval of the unusually hard work the directors have had to do in the year under review." (Applause).

Other Business

The following business was also transacted by the meeting:—

Re-election of the Hon. Mr. J. P. Braga and Sir Elly Kadoorie, K.B.E., Com. Leg. Hon., as directors—proposed by Mr. C. F. Monham, seconded by Mr. A. H. Runjahn.

Re-election of Messrs. Lowe, Bligh and Matthews, and Messrs. Linstead & Davis, as auditors, at a fee of \$1,250 each firm—proposed by Mr. S. M. Churn, seconded by Mr. M. O'Brien.

Dividend warrants will be ready on Monday.

Santa says...

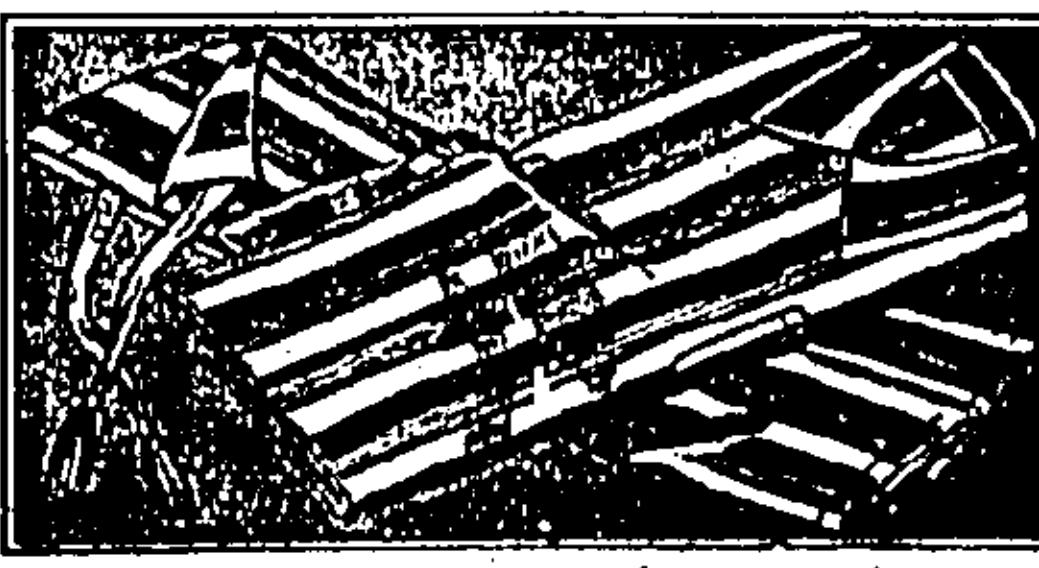
"Come in"

AND INSPECT THESE
CHRISTMAS VALUES!

AT
WHITEAWAYS
THE GIFT HOUSE OF THE EAST



GIFTS
MEN
WILL
LIKE
TO
GET.

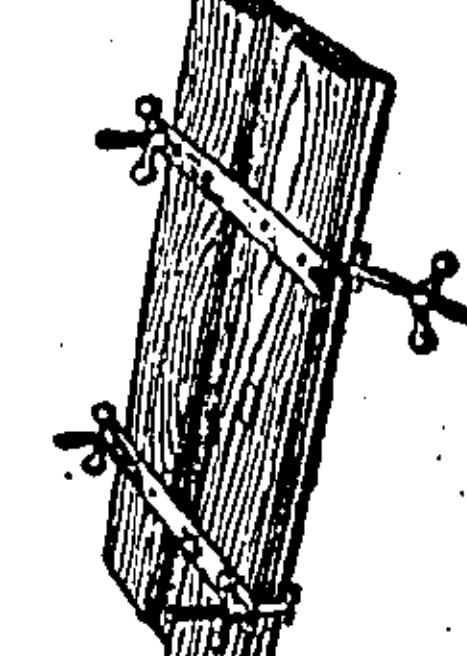


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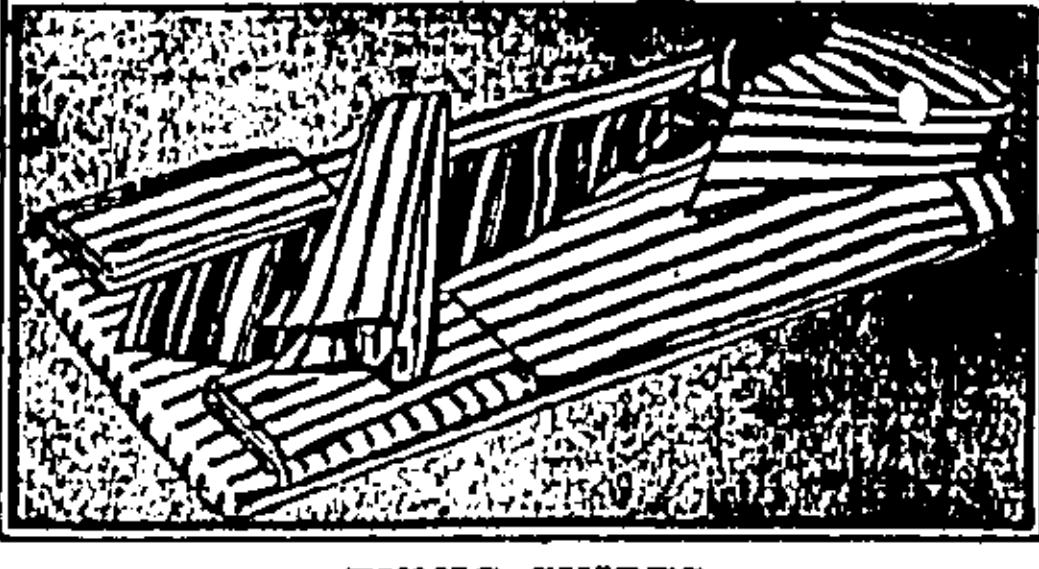
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CHRISTMAS & NEW YEAR ANNOUNCEMENTS.

PENINSULA HOTEL

Tuesday, 31st December, 1929. Now Years Eve Carnival (8 p.m. to 1 a.m.)
Wednesday, 1st January, 1930. Special Tea Dance (5 p.m. to 7 p.m.)

HONG KONG HOTEL

Thursday, 26th December, 1929. Boxing Night Carnival (8 p.m. to 1 a.m.)
Wednesday, 1st January, 1930. Special Tea Dance (4.30 p.m. to 6.30 p.m.)

REPULSE BAY HOTEL

Tuesday, 24th December, 1929. Christmas Eve Carnival (8.30 p.m. to Midnight).
Tuesday, 31st December, 1929. New Years Eve Carnival (fully reserved, bookings now closed)
Wednesday, 1st January, 1930. Special Tiffin (Orchestra 1 p.m. to 2.30 p.m.)
Wednesday, 1st January, 1930. Special Tea Dance (4.30 p.m. to 6.30 p.m.)

MOTOR COACHES FROM REPULSE BAY HOTEL. SPECIAL FERRY FROM KOWLOON.

After Christmas Eve Carnival and New Year's Eve Carnival
After New Year's Eve Carnival—1.30 a.m.
DINNER... \$4.00 per person.
To Hong Kong Hotel 1.15 a.m. SPECIAL TIFFIN... \$3.00 per person.
To Peak Hotel 1.15 a.m. SPECIAL TEA DANCE... \$1.00 per person.

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LAWN BOWLS AT K.B.G.C.

Annual Presentation Of Cups And Prizes

AN ENJOYABLE GATHERING

[By "Short Head"]

The annual presentation of prizes at the Kowloon Bowls Green Club yesterday afternoon was preceded by the usual lawn bowls game, President v. Vice-President, the former winning by the very narrow majority of two shots.

Overcast and cold weather threatened to militate against the afternoon's programme, but the rain fortunately held off and it was found possible to play 15 ends on each bank. The play was quite keen and it was not until the last hand was played that the result was known—a majority for the President of two shots, thanks mainly to Gov. "smothering" Chapman in a doubles game! The scores were as under:

President	Vice-President
Rodgers	Dibble
Campbell	Hobbs
Brown	Blackford
Muir	Gibson
(skip) 12	(skip) 10
McIntosh	Ramsay
Branch	Craig
Rapley	Bell
Russell	Fraser
(skip) 21	(skip) 14
Gibbons	Gray
Atkins	Hast
Blackburn	Johnston
Gutierrez	Landy
(skip) 13	(skip) 20
McDougall	Eccleshall
Phillips	Rose
Hopkin	Duncan
W. Macfarlane	Whibley
(skip) 14	(skip) 18
Thompson	Atkinson
Watson	Goodman
Guy	Petherick
Watson	Nish
(skip) 12	(skip) 10
West	Farrell
Gow	Chapman
(skip) 18	(skip) 6
Total 90	Total 88

Majority for President—2. At the end of an enjoyable and keen game, during an interval in which tea was served by the ladies connected with the Club, the company assembled around a table on which was an imposing array of prizes for lawn bowls and tennis. Before the presentation of prizes the President (Mr. D. F. Warren) addressed the gathering as follows:

PRESIDENT'S SPEECH

Ladies and Gentlemen—I am sure that we all regret the cause of postponement of our Closing Day. The former arrangements were cancelled in honour of the memory of Mr. Maclellan who was so very suddenly called away. Mr. Maclellan has been a member of our Club for 4 years. He was a keen bowler, and in fact played in the League matches during the past two seasons. He was a regular attendant at the Club and took a keen interest in the game of bowls on Friday evening of the 13th. I can assure you that it was a great shock to me when I was advised by one of our members that he had passed away during the night. We shall miss him very much from our Club.

I desire to extend to you all a cordial welcome on this the occasion of our Closing Day which is another

mile-stone in connection with the activities of our Club. It augurs well for the success of any organization to have the loyal support of the ladies and we have this in large measure. I wish to thank the representatives from the other Clubs of Kowloon for their attendance and hope that they have enjoyed the game this afternoon. I now declare the Greens closed.

League Games

During the year six teams were entered for the League matches. With respect to the teams of the 1st. Division, I may say that they started off not too well, but as the season advanced, they improved in their play and it was hoped that they would win the League, their last game being with our nearest neighbour—the K.C.C. After that game was finished, our 1st. Division team retired from the contest, having played 14 games and winning eight, the highest standing in the League for the past 11 years.

After the 1st. Division was definitely out of the running, all eyes were focused upon the 2nd, or Boys' Division—(laughter)—which were winning all before them. When we had finished the fixtures, (we had played 14 games and won ten), we found ourselves in the unhappy position of tying with two other Clubs in the Colony; with this distinction however, that we had 160 points to our credit, while our nearest competitor had 135 points. However, as it was games not points that counted, it necessitated a triangular re-play. The Civil Service drew a bye and we were drawn against Talbot and Waterloo. (Laughter) I am quite free to admit that we were beaten by superior players. They out-played us and are to be congratulated on winning the League.

I desire to take this opportunity of thanking the bowlers of both Divisions for their loyalty during the past season, as it means much to give up every Saturday afternoon to League fixtures. The Selection Committee are to be congratulated on their work, as it was no easy task to keep six rinks up to full strength, especially as reserve players were very limited. Our competent Green Convenor, Mr. Hall, deserves great credit for the excellent work that he has accomplished. He was seriously handicapped in his operations during the water shortage as we were notified not to use water from the mains for sprinkling the Greens. However, Mr. Hall was equal to the emergency and utilised the water from the roofs on the premises. As Mr. Hall puts it, if one well is good, two would be better, so he asked for another and it was given him and now he is ready for any emergency. (Applause).

I may add just here that I am not unmindful of the important part that the wives of the bowlers have played in the League fixtures. They have very kindly arranged their own Saturday afternoon amusements and recreations, thereby releasing their husbands for League purposes. (Laughter).

The Singles Championship of the Colony was won by Mr. Luz who, by the way, is a Kowloon bowler. Congratulations to him on attaining this distinction. (Applause).

Aitkenhead Shield: It was competed for this year by Kowloon and Hong Kong. A year ago the Kowloon bowlers won this Shield and this season the Hong Kong team made an unsuccessful attempt to capture the prize.

Spey Royal Cup: A team from our Club was appointed to compete for this prize but were unsuccessful.

Champion Bowler

Club Competitions: The champion bowler of our Club this season was Mr. W. Russell, one of our famous bowlers. Mr. Russell has made a practice of winning the Club Championship every 20 years. He won it in 1909 and again in 1929; and I may add that if any members of this Club wish to have their names inscribed on the Honour Roll, they will be well advised to get busy before the year 1949, as that is the date set by Mr. Russell to stage a come-back. (Laughter). The 2nd prize in this event was won by Mr. D. W. Phillips, one of our young bowlers and he is to be congratulated on his successful efforts.

The President's Prize and Harvey Shield was won by Mr. Clark Atkinson, one of our high class bowlers and one who is always ready to play a game with anyone. The Vice-President's Prize was won by Mr. J. Gibson, an experienced bowler, who is picking up the game very well. (Laughter).

The Handicap Singles was won by Mr. J. Rodgers.

The Handicap Doubles was won by Mr. S. E. Eccleshall and Mr. D. W. Phillips. It goes without saying that they are both good bowlers. The non-prize winner is one of the competitors that Mr. Phillips will be debarrased from competing for next year.

Tennis Revival

Tennis: I am pleased to report that we have had a larger number of entrants for the various competitions than what we have had for a long time. Tennis is one of the recreations that is coming to the fore in this Colony. We have progressed this season and entered a team in the Mixed Doubles League and although they did not do as well as some others, yet our team have demonstrated that they will be a factor to be reckoned with in the future. I notice among the prize winners in the Tennis Tournament this season, some of the ladies and also men who won last year; but I am informed on good authority that some of the new players made the winners go all the way.

I hope that next year even greater interest will be taken in this branch of the Club's activities. I desire to thank all who have in any way contributed to the success of the Tennis Department.

From Government House

During the season we had the pleasure of having a visit from two bowling teams from Government House. We were highly honoured in this, as His Excellency the Officer Administering the Government was from Toal over the bar, from one of the bowlers and I need not take up your time by giving you the result of the afternoon's play,

other than to say that we had a very pleasant time. (Laughter).

Majority for President—2.

At the end of an enjoyable and keen game, during an interval in which tea was served by the ladies connected with the Club, the company assembled around a table on which was an imposing array of prizes for lawn bowls and tennis. Before the presentation of prizes the President (Mr. D. F. Warren) addressed the gathering as follows:

President's Speech

Mr. Warren then called upon Mrs. Nish, wife of the Vice-President, to distribute the prizes as follows:

Championship

1st prize (presented by the Club), W. Russell; 2nd prize, (presented by Mr. J. Gibson); 3rd prize, (presented by D. W. Phillips); 4th prize, (presented by Messrs. Gande, Prie & Co., Ltd.); 5th prize, (presented by A. R. Whibley).

President's

1st prize, (presented by Mr. D. F. Warren) and Harvey Shield, C. Atkinson; 2nd prize, (presented by Mr. B. Branch); 3rd prize, (presented by Mr. J. V. Ramsay).

Vice-President's

1st prize, (presented by Mr. H. Nish); J. Gibson; 2nd prize, (presented by Mr. S. Gray); J. C. Brown; 3rd prize, (presented by Mr. D. Muir); L. Guy.

Handicap Doubles

1st prize, (presented by Mr. R. Lupsey); J. Rodgers; 2nd prize, (presented by Mr. A. Duncan); L. Guy; 3rd prize, (presented by Mr. W. J. Kerr); A. R. Whibley.

Men's Championship

1st prize, (presented by the Club), J. Rodgers; 2nd prize, (presented by Mr. B. Branch); 3rd prize, (presented by Mr. J. V. Ramsay).

Men's Handicap Singles

1st prize, (presented by the Club), J. Rodgers; 2nd prize, (presented by Mr. G. E. F. Thompson); 3rd prize, (presented by Mr. J. Rodgers).

Men's Handicap Doubles

1st prize, (presented by the Club), W. E. Hale and E. W. L. Hobson; 2nd prize, (presented by Mr. V. Whitton).

Ladies Handicap Doubles

1st prize, (presented by the Club), Mrs. Cuthill; 2nd prize, (presented by the Club), Mrs. McCaw.

Ladies Novices Singles

1st prize, (presented by Mr. R. Hall); Mrs. Hall and Blackford running in race.

Eastern

Specialists: Lau Ching-yau, Lai Ting-choi; Cheung Yu-nam, Chung Lap-tim, Tung Yin-wai, Lea Bine-tong, Ng Ying-kwai, Phillips; 2nd prize, (presented by Mr. D. Muir); L. Guy.

Eastern

Novices: Lau Ching-yau, Lai Ting-choi; Cheung Yu-nam, Chung Lap-tim, Tung Yin-wai, Lea Bine-tong, Ng Ying-kwai, Phillips; 2nd prize, (presented by Mr. D. Muir); L. Guy.

Eastern

Handicap Doubles: 1st prize, (presented by Mr. R. Lupsey); J. Rodgers; 2nd prize, (presented by Mr. A. Duncan); L. Guy; 3rd prize, (presented by Mr. W. J. Kerr); A. R. Whibley.

Men's Handicap Singles

1st prize, (presented by the Club), J. Rodgers; 2nd prize, (presented by Mr. G. E. F. Thompson); 3rd prize, (presented by Mr. J. Rodgers).

Men's Handicap Doubles

1st prize, (presented by the Club), W. E. Hale and E. W. L. Hobson; 2nd prize, (presented by Mr. V. Whitton).

Ladies Handicap Doubles

1st prize, (presented by the Club), Mrs. Cuthill; 2nd prize, (presented by the Club), Mrs. McCaw.

Ladies Novices Singles

1st prize, (presented by Mr. R. Hall); Mrs. Hall and Blackford running in race.

Eastern

Novices: Lau Ching-yau, Lai Ting-choi; Cheung Yu-nam, Chung Lap-tim, Tung Yin-wai, Lea Bine-tong, Ng Ying-kwai, Phillips; 2nd prize, (presented by Mr. D. Muir); L. Guy.

Eastern

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Men's Handicap Doubles

1st prize, (presented by the Club), W. E. Hale and E. W. L. Hobson; 2nd prize, (presented by Mr. V. Whitton).

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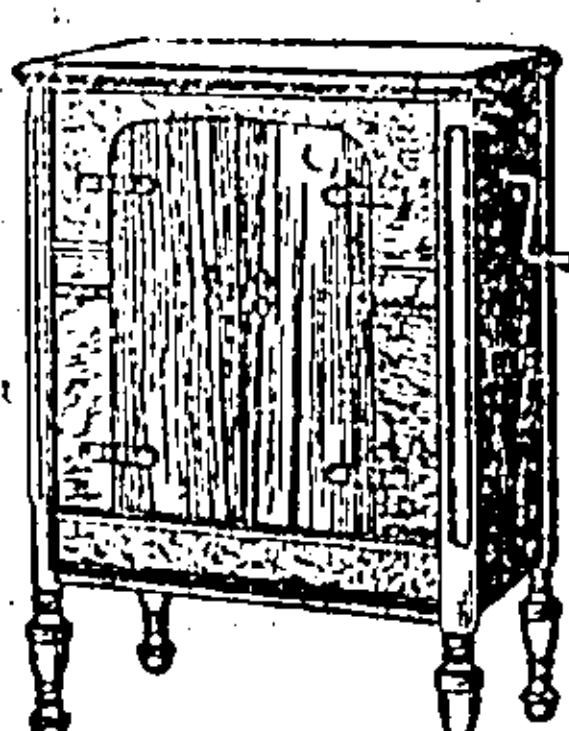
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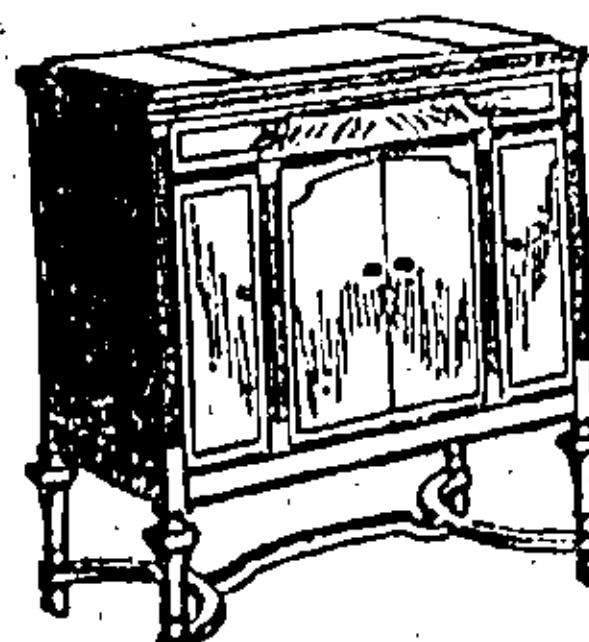
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"When We Were Very Young"	Calendar for 1930	\$1.75
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PAGE ELEVEN

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HONG KONG, SUNDAY, DECEMBER 22, 1929.

"If I Had Desired"

FROM accounts that have reached the "Sunday Herald", it is evident that the last has not been heard of what is rapidly threatening to become known as the "Kausing" scandal. That they appear to some in the ranks of officialdom to be a harsh and unwarranted term to use. Developments alone can show whether this be so or not. Two important facts were exclusively reported by our senior contemporary, the "China Mail"—firstly, that the "Kausing" ran on the rocks and sustained considerable damage; and, secondly, that a departmental inquiry had been held when it was estimated that the damage would cost no less than \$10,000 to repair.

Other contemporaries were considerably perturbed at the publication of this exclusive news, which, of course, is no affair of ours. What does concern us equally with the other newspapers in the Colony is the reception that was accorded to the Press representatives who interviewed the Harbour Master on the subject of the departmental inquiry. We have refrained from mentioning the matter earlier in the "Sunday Herald" in order to give the Harbour Master and the higher authorities a fair opportunity to retrieve the pettiness exhibited to the Press and to demonstrate that when public money is involved to the tune of no less than \$10,000 the Government is perfectly willing to take the public through the medium of the Press, into its confidence. But so far not one line of an official statement has been published to the Press. Pettiness still reigns in officialdom, without the remotest chance of being deposited in favour of common sense.

To two of the Press representatives who interviewed him the Harbour Master is reported to have declined either to confirm or deny the "China Mail" report about the departmental inquiry or the amount of the damage involved in the mishap. He was actually invited by one scribe to say whether the "China Mail" report was inaccurate! But he opened not his mouth—unless to give expression to the following extraordinary statement from the head of a Government Department:

"It is a departmental matter. If I had desired the information to go to the public I would have placed all details on the Press table for you."

We do not know what the higher authorities think of such a statement coming from the head of a Department, when \$10,000 of public money is involved, but we have no doubt in our mind what Downing Street would think and say were it to be informed of the deplorable manner in which the affairs of this Colony are being run. Who is the Harbour Master, anyway, that he should get on his high horse and declaim: "If I had desired the information to go to the public . . . ?" Is the Harbour Master "the Government, the whole Government, and nothing but the Government?" And what about the Acting Assistant Harbour Master? When he was subsequently approached by a Press representative all that he would state was that the "Kausing" was expected to be out of dock before Christmas. As to the nature of the mishap and the extent of the damage he was as adamant as the Harbour Master. In effect, both the Harbour Master and the Acting Assistant Harbour Master have taken the stand that the bare information about a departmental inquiry being held ought to silence the Press and satisfy the public. It matters not to them that departmental inquiries are automatically held in such cases to ascertain how far a shipping mishap has had a bearing on the conduct and discipline of Government employees. The public is entitled to a complete official statement recording all the relevant facts, including the sum authorised for repairs, and until this is forthcoming a mere "If I had desired" will simply not "go down"!

HONG KONG FAIRY STORIES

All the Christmas greetings on Wednesday will be sincere.

Wun Hi is to be included in the Chinese New Year Honours.

A number of bridle paths will shortly be put up for public auction.

The President's win at the K.H.C. was due to Mr. Gow taking off his coat.

Classes for Pigeon English under the auspices of the Taipo Chamber of Commerce will be opened early in the New Year.

If the public cars had blocked the traffic a little longer in Pedder Street yesterday they couldn't have moved at all for

LOCAL WEDDING

Swiss Couple Married At St. Joseph's

BOUGON—HAHNEMANN

The wedding took place at St. Joseph's Church, Garden Road, yesterday afternoon (the Rev. Fr. Blottcher and Riganti officiating) of Dr. Bougon of Hong Kong, son of Dr. Bougon and Mrs. Marianne Hahnemann, daughter of Mr. Paul Hahnemann of Lausanne, Switzerland, who recently arrived in the Colony.

The bride was given away by Mr. G. Guillerier, and Mr. C. Arnulphy performed the duties of best man.

After the ceremony a reception was held at 22, The Peak, following which Mr. and Mrs. Bougon sailed for Manila where the honeymoon will be spent at Bagdad.

NEWS IN BRIEF

The Rev. Canon B. H. Streeter left the Colony yesterday by the ss. "Malwa," returning to England.

Sgt.-Lt. J. D. Sayer, R.N., was among the passengers who sailed from Hong Kong on the ss. "Malwa" yesterday.

The return of notifiable diseases for the 24 hours ended at midnight on Friday shows two Chinese cases of small-pox.

Mrs. F. C. Jenkin, wife of the local barrister, left for Home by the ss. "Malwa" yesterday, accompanied by her daughter.

Mr. A. Anderson of the Port Development, P.W.D., went on Home leave by the P. and O. ss. "Malwa" which sailed yesterday.

Late Christmas shoppers would be interested to know that Messrs. Lane, Crawford's store, will remain open to-morrow, and on Christmas Eve until 6 p.m.

For carrying two chickens by their wings a Chinese woman was charged by the Kowloon Magistracy yesterday fined \$5. The defendant's plea that she did not know the regulations of Hong Kong was of no avail.

Mr. and Mrs. C. A. Tomas are revisiting the Colony after a long absence. Mr. Tomas was an original partner in Shekwan Thomas and Co. Mrs. Thomas is a sister of the veteran cricketer Mr. Richard Hancock.

Amongst the passengers who sailed for Home on the P. and O. ss. "Malwa" yesterday was Mr. G. P. Gray, A.M.I.C.E., Civil Engineer of Naval Establishments. He was accompanied by Mrs. Honey and his two daughters.

A Chinese man was at the Kowloon Magistracy yesterday charged with overcharging 16 chickens by fixing eight in each of two small carts. The cruelty was aggravated by the fact that the birds were tied by their legs in pairs. Defendant was fined \$5.

That the theft of iron bars is still too common was the remark made by Mr. T. S. Whyte-Smith at Kowloon Magistracy yesterday when he sentenced a Chinese to one month's hard labour for stealing six sets from a contractor at Boundary Street near the No. 8 Railway Ridge.

Sentence of three months' hard labour was passed on a Chinese at Kowloon Magistracy yesterday for the larceny of a quantity of hardware the property of a stallholder in Man Ming Lane, Mongkok. It was stated that the defendant had just served a sentence of one month in jail for theft.

A return Mixed Doubles tennis match between the Kowloon Bowl Green Club (tennis section) will be played on the K.B.G.C. courts today, commencing at 2.30 p.m. The following will represent the Kowloon Football Club—Meadames and Stokes, Chubb and Atkinson, and Messrs. Guest, Millard, Carter and Kingland.

With two previous convictions against him, an unemployed Chinese at the Kowloon Magistracy yesterday sentenced to four months' hard labour for stealing a jersey which was hung up in a shop in Kai Street while its owner was having sweet drinks. Accused was captured by a Sanitary Inspector who saw him running away, with complainant after him.

Dr. Wang Chung-hui, D.C.L., one of the judges of the Permanent Court of International Justice, passing through the Colony yesterday on board the "Hakusan Maru" en route to Shanghai. During his stay in Europe in connection with The Hague Conference, Wang visited London on several occasions on diplomatic missions.

The case involving the unlawful possession of seditionist papers and pamphlets by a Chinese motor truck driver, at Temple Street was again mentioned at the Kowloon Magistracy yesterday when the accused is defended by Mr. Horace Lo. Bail of \$250 was given.

At the Union Church, Kowloon, there will be a new soloist at the Morning Service. The singer who has recently come to the Colony is Madam Anna Carola, whose fine soprano voice ought to be heard to advantage in the familiar selection "Angels Ever Bright and Fair." Madam Carola will also introduce the Carol by Christina Rosetti "Love came down at Christmas," which is set to traditional Irish airs.

The bride was given away by Mr. G. Guillerier, and Mr. C. Arnulphy performed the duties of best man.

After the ceremony a reception was held at 22, The Peak, following which Mr. and Mrs. Bougon sailed for Manila where the honeymoon will be spent at Bagdad.

The Cast—

Robin Hood, leader of a band

of Outlaws E. Zimmern.

Will Scarlet, His Lieutenant

..... G. W. Low.

Long Tom, Member of the Band

..... Edward Hunt.

BOY SCOUTS**Successful Concert In City Hall****BRIGHT TALENT**

The Chinese say that in order to regain one's youth, one must live among the young people. After attending the Boy Scouts' Coming-of-Age concert last night at the Theatre Royal, we are beginning to think that there is a great deal of truth in that. The large audience present at the Boy Scouts' concert were literally transferred to another realm.

Mundane troubles and financial problems did not worry them.

All lived over childhood days again, and all were infected by genuine laughter.

The items on the programme were excellent, and the large number

of young folk who turned out to give the young folks the "glance-over" were well rewarded.

The curtain went up to show

what the Sea Scouts could do in dancing the hornpipe and singing shanties. The Rev. N. V. Halward

as the shantymen, was true to type. How he produced a three

day old whisky "must remain a secret, but his rendering of the

"Blow the Man Down," "Bonny

"Bound for the Rio Grande," and

"Shiver me Timbers" were really good.

The Grand Howl

Then came the Grand Howl by the Wolf Cubs. These little fellows were very business-like. They took things so seriously that the audience could not hold their sides together with laughter.

After the terrific howl, little Jimmy came on the stage selling the "China Mail." Two street arabs went up to him and asked him the everlasting question: "How much money he had?" Jimmy was an honest boy and told them what he had made. No sooner was this said than the twourchins set upon him.

Four little Cubs came on the scene, and promptly rescued Jimmy. Two got hold of the naughty urchins, and two rendered first aid to Jimmy. The bandage was tied in quite a masterly fashion, and then Jimmy was carried away.

What about the two little

lascivians? No, they were not treated

brutally. They received a fatherly talking, and then were

told to join the Cubs so that they

might mend their ways. Of course they jumped at it, and turned out to be good boys!

Jungle Dance

After treating the audience to a "jungle" dance and showing the way "how" the Union Jack was made up, the Cubs staged a boxing bout, which had Dempsey and Tunney beaten hollow. The announcer, quite a little fellow, must have learned his business from Mr. Brook.

Little Bruiser Sheldon, the Champion of the Dog Kennel at the Peak, and Pete Morris, the mosquito weight champion, then took the ring. Bang, went the first blow and Pete received the full brunt of it. He did not see "red". "Oh no!" After playing possum a bit, he landed out straight jab and caught the little Bruiser on the chin. A melee ensued, and both received the sleeping potion. They were counted out.

Japanese fencing, by the Japanese Troop, was amusing, instructive and laugh-provoking. They certainly did not handle each other with velvet gloves. The thick bamboo descended all over each other's body and many a bad wagging the participants received.

A very pretty scene was seen when the 2nd Kowloon Company of Girl Guides rallied around their Camp Fire. Then followed the Maori War Cry of Welcome Folk Dancing, Indian Club Swinging and Chinese Action Song. These items were all well received.

The talk was illustrated by slides some of which were beautifully coloured and these evoked applause from the assembled

blond corners on the Tsim Sha Tsui to Tai Po road has

grown, the matter of dealing with the remainder is receiving careful and sympathetic consideration.

[Editor's Note.—In view of the intellectual manner in which the mosquito menace has been dealt with by the Press during the past week we do wish our correspondent would discontinue treating the matter so lightly.]

The King's Equator empowers

Mt. J. T. Dagram to act as honorary

Consul-General for Siam, in Hong

Kong, has received His Majesty's

signature.

Dr. D. K. Pillai, has been ap-

pointed a member of the Midwives

Board in place of Dr. A. B. Tesser-

ham, who has resigned.

HONG KONG \$ DIRECTORY

1929

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Hongkong Sunday Herald.**HONG KONG \$ DIRECTORY**

1930

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HONG KONG, SUNDAY, DECEMBER 22, 1929.



PRINCESSES IN "THE GEISHA."—Presented at the Theatre Royal by the Hong Kong Philharmonic Society this season. From left: E. M. Hutton (Grimsey), Joan Boness (Muriel), Margaret Chubb (Tommy), Eva Dividis (Lady Constance), M. G. Mortlett (Cunningham), Leila Clarke (Molly again owing to recent important political developments at Home. This is his latest photo.



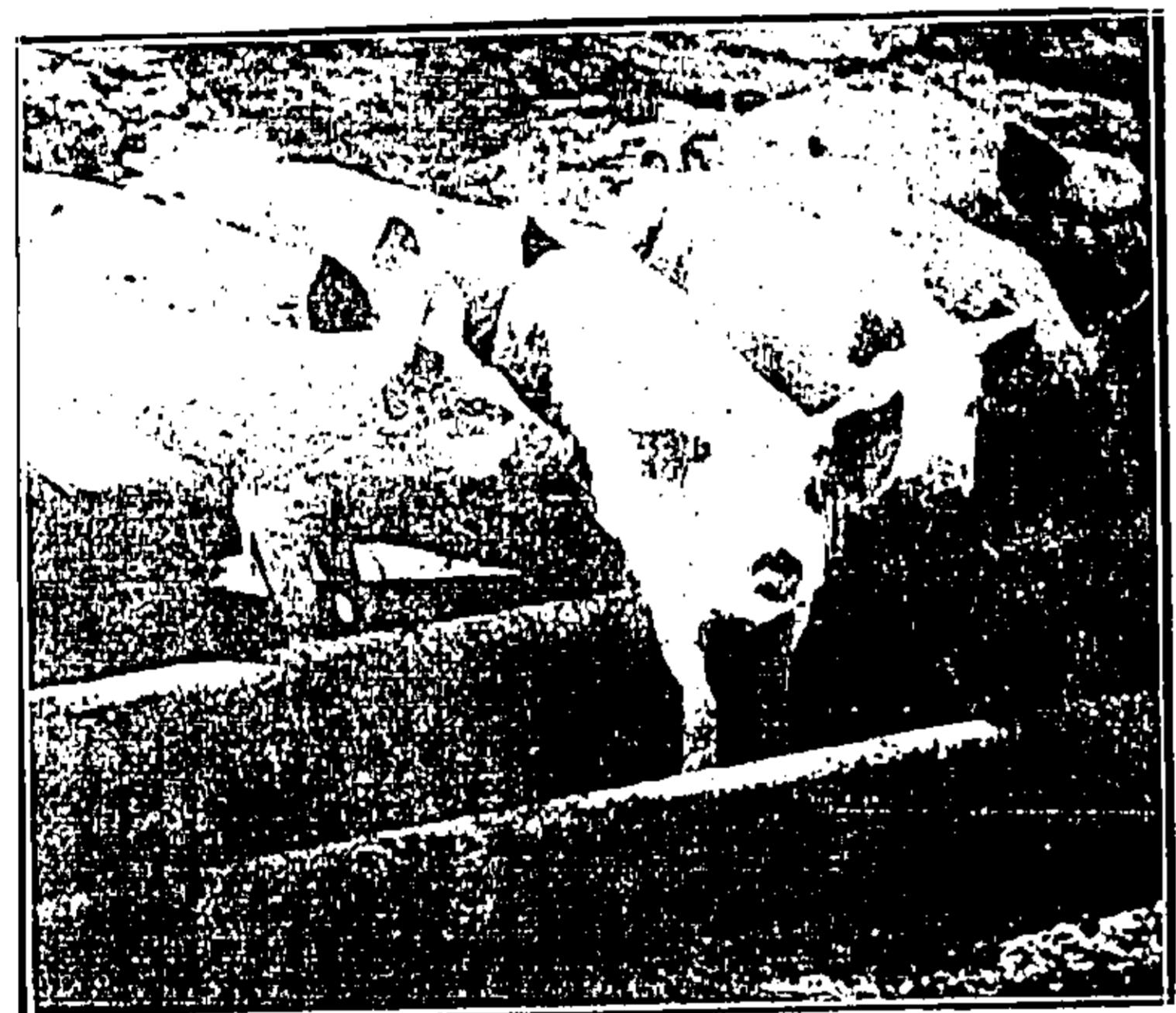
SIR JOHN SIMON, P.C., K.C.V.O.—The prominent Liberal M.P. and chairman of the Simon Commission which dealt with affairs in India. His name has been in the lime-light

**Phthisis**

is usually the result of a common cold, which weakens the delicate lung tissues and thus enables tuberculosis-germs to settle and spread.

Take Guaiacose

It strengthens the entire organism and makes it more resistant to infections. By destroying the germs causing it, the initial stage of tuberculosis can be successfully fought.



HOW TEMPTING.—Some of the livestock reared by the Dairy Farm Co. for Christmas in Hong Kong.



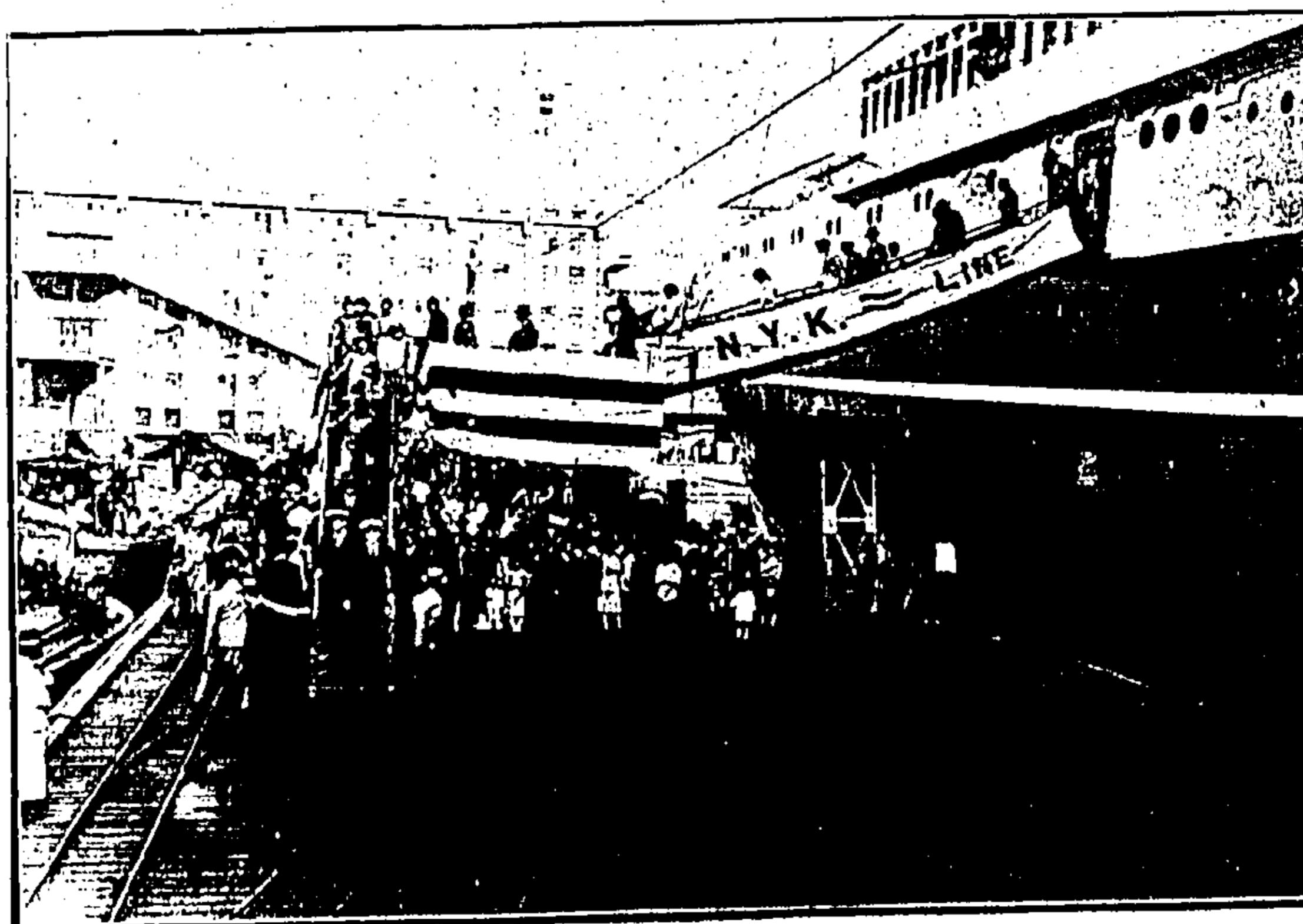
EUROPEAN ROYALTY.—Her Majesty Queen Victoria of Sweden, who was seriously indisposed some weeks ago but has already progressed along the road to recovery. She is much loved by her subjects.



POULTRY FOR YULETIDE.—A collection of the Dairy Farm Co.'s birds at Pokfulam.



A FINE FILM.—Florence Vidor and Arnold Kent in "The World at Her Feet," commencing to-day at the Majestic Theatre, Kowloon.



NEW TRANS-PACIFIC LINER.—The motor vessel "Asama Maru," at Kowloon wharf, with some of the 25,000 people who inspected her on December 8.



CONGENIAL SURROUNDINGS.—Another view of the Dairy Farm Co.'s products for the festive season.



EACH WITH A DEFINITELY ASSIGNED PART.—No wonder they are smiling, these ladies who posed for a special presentation by the Photomontage Studio in Queen's Road Central. In the form in which this has been assembled, and with the variety of pretty faces, this would make a very appropriate souvenir of the festive season.

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THIS SHEET IS!**

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LADIES' LUGGAGE

Dainty Daisy De Luxe Bag

There is ample room for dresses, slippers, hats and other articles for any trip, with a handy inner pocket for toilet requisites.

Its distinctive appearance, matching convenience and delightful comfort in travelling readily explain why the Daisy De Luxe Bag has become the accepted style in lightweight hand luggage among women of fastidious taste.

Daisy De Luxe Bags are made in a variety of sizes, of genuine du Pont Fabrikoid—lizard and alligator grain—in red, blue, tan, gray, green and black, and also of attractive black patent leather finish fabric. They harmonize with any costume. They are rainproof and dustproof and may be easily carried over the arm, leaving both hands free. Instant opening and closing are assured by the Hookless Fastener—an exclusive feature.

The bags will withstand hard wear and always look trim and smart. Turn buttons may be used instead of the Hookless Fastener.

Daisy Pouche

This strikingly attractive bag is made in two materials. It is fashioned of special water proof chintz in a wide range of gaily-coloured floral designs, or made of an unusual glazed waterproof material in moire effect, in blue, green, lavender, red and maize. Both come in 13-inch size only.

These bags are supplied with cretonne lining, or with rubber lining for bathing use. They open close with the Hookless Fastener and are fitted with an inner pocket.

Nokabout Bag

Fashionably attractive design and very light weight distinguish the easy-to-pack Nokabout Bag. The Hookless Fastener facilitates opening and closing, and when not in use, the Nokabout may be folded flat and slipped into a trunk or suitcase. Made in genuine du Pont Fabrikoid—lizard or alligator grain—in red, blue, tan, gray, green and black, in 14 and 16-inch sizes.

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FINE-O-XINA will make your skin white and velvety.
FINE-O-XINA removes sunburn, freckles and blackheads.
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Use FINE-O-XINA after shaving.

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1/2lb, 1lb & 2lb boxes

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The Woman's Page

APPLE MINCEMEAT

Take a pound of beef and stew until tender, then mince it; afterwards add two pounds of apples, the same quantity of currants, half a pound of stoned raisins, one pound of finely shredded suet, and three-quarters of a pound of sugar. The latter ingredients should all be minced separately; mix all together and add a little mace and nutmeg and the gravy in which the meat was stewed, a whole lemon chopped, and a glass of port wine, and a glass of brandy. Keep in covered jars.

FINE LACES

The Art Of Washing Them

Winter evenings always seem synonymous with velvet gowns and beautiful lace. Pieces of fine, delicate lace are now being taken from their storing places or detached from worn-out garments to be adapted on new gowns. The yellow tinge acquired by white lace through age is preferred by many people, but the natural hue may be restored by simmering the lace in sour milk for a few moments, then washing it with soap and lukewarm water. Some women have found to their sorrow that beautiful black lace has turned grey after washing, but this can be obviated if a strong solution of tea is added to the final rinsing water. The addition of a little gum arabic also will make the lace look like new.

The following method has been found practicable when washing delicate lace: wind the lace around a bottle wrapped in cheesecloth or butter linen so that the ends can be secured, then cover it with another layer to protect the fine threads. Dip the bottle in and out of a basin of lukewarm water and soap-suds, rinse in clear, lukewarm water, and dry before removing the cloth wrappings.

Cotton Frocks



This cotton frock featured at a fashion show is of hand-painted organdy or delicate egg-shell shade. It is made with the fashionable tight-fitting bodice and billowy skirt.

Evening Wraps

Evening wraps may be ornate or as simple as the individual prefers. Fur and trimming may abound or nun-like severity both meet all fashionable purposes. Clara Bow illustrates the chic possibilities of the untrimmed evening coat. Of silver-flocked cherry velvet this wrap adopts the interesting note of shirred sleeves and lengthy scarfs for its success. Fay Wray's black velvet cape displays the ornate mode. Lined with silver cloth, beaded with crystals and collared with white fox, this wrap strikes the elaborate note. The short jacket is still with us, and Bacalano's gold cloth coat trimmed with sable fur completes an alluring ensemble in metal cloth.

POPULAR MATERIAL

Undoubtedly the popular material for evening frocks this year is satin. Its qualities render it admirable for the new styles and carefully chosen it is grace personified.

Another popular choice is panne, and nowadays there are some new versions of this elegant material which have that silken, almost liquid effect. It looks particularly well in black, and is indisputably the most elegant of all materials.

OUR HATLESS BABIES

Visitors from the country at Home, where children are more coddled than they are in towns, tell how surprised they are to see our hatless babies in the parks.

As a matter of fact, Princess Elizabeth started this fashion. A few years ago all children wore thick muffling bonnets on their outings; now, except in very bad weather, you see the smallest heads exposed to the fresh air.

PRINCESS'S "NO SWEETS" RULE

Princess Mary, like other young modern mothers, is very much against constant sweet-eating in her nursery and has had to be very firm with her no-chocolate or fancy sweets rule.

But she does allow and approve of boiled sweets, and very often drives specially into Harrogate to buy some of its famous treacle-toffee to take back to her two little boys.

SOME USEFUL GIFTS:

Silk Scarves with Bags to match	\$23.50
Hand Bags from	\$5.50
Ladies' & Children's Hankies from95cents
Evening flowers in gift boxes from	\$2.50
Leather & Felt Button Holes from	\$1.50
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Mercerised Cotton & Silk

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ALEXANDER'S PERMANENT HAIR WAVING is the Ideal Wave. It is a new way of winding the hair from the ends toward the scalp — large, soft, smoother and more natural.

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Shampooing, Henna pack (any colour) Massage, Hair Cutting, and Manicure for Ladies and Gentlemen.

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DIAMOND & PLATINUM JEWELLERY & WATCHES,
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for
CHRISTMAS PUDDINGS
CHRISTMAS CAKES
MINCE PIES
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FANCY CHOCOLATES
in attractive boxes suitable for gifts.
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Hairdressing and Manicure
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ONLY 2 DAYS TO CHRISTMAS.

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ALL WONDERFUL VALUE

WHITEAWAY, LAIDLAW & CO., LTD. - - - HONG KONG.

SUNDAY, DECEMBER 22, 1929.

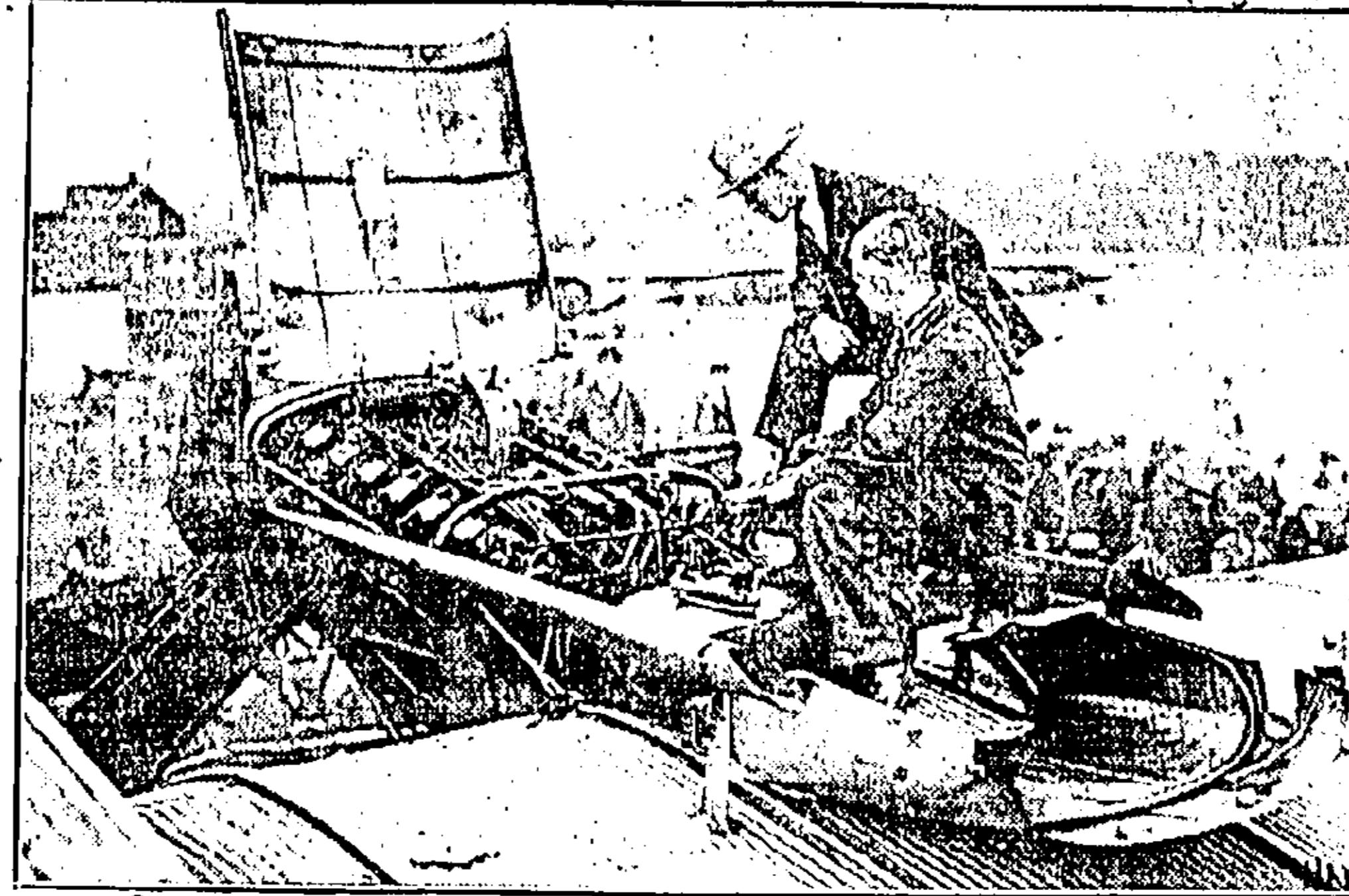
ROUND THE GLOBE IN PICTURES

At A Smoking Concert



Given by the American Company of the Shanghai Volunteer Corps, at Rungtong Road.

Russian 'Plane May Try Atlantic Hop



Semyon A. Shestakov, chief pilot of the "Land of the Soviets," inspecting the plane which may take off in an attempt to span the Atlantic. Permission has been asked of Soviet officials.

Mr. MacMurray's Departure



A distinguished gathering at the Majestic Hotel, Shanghai, at a farewell dinner given by Mr. T. V. Soong, Minister of Finance of the National Government, in honour of Mr. J. V. A. MacMurray, the retiring American Minister to China. A gathering of international dignitaries was present at the banquet which was followed by a dance.—(Ah Fong).

Reception At B.W.A.



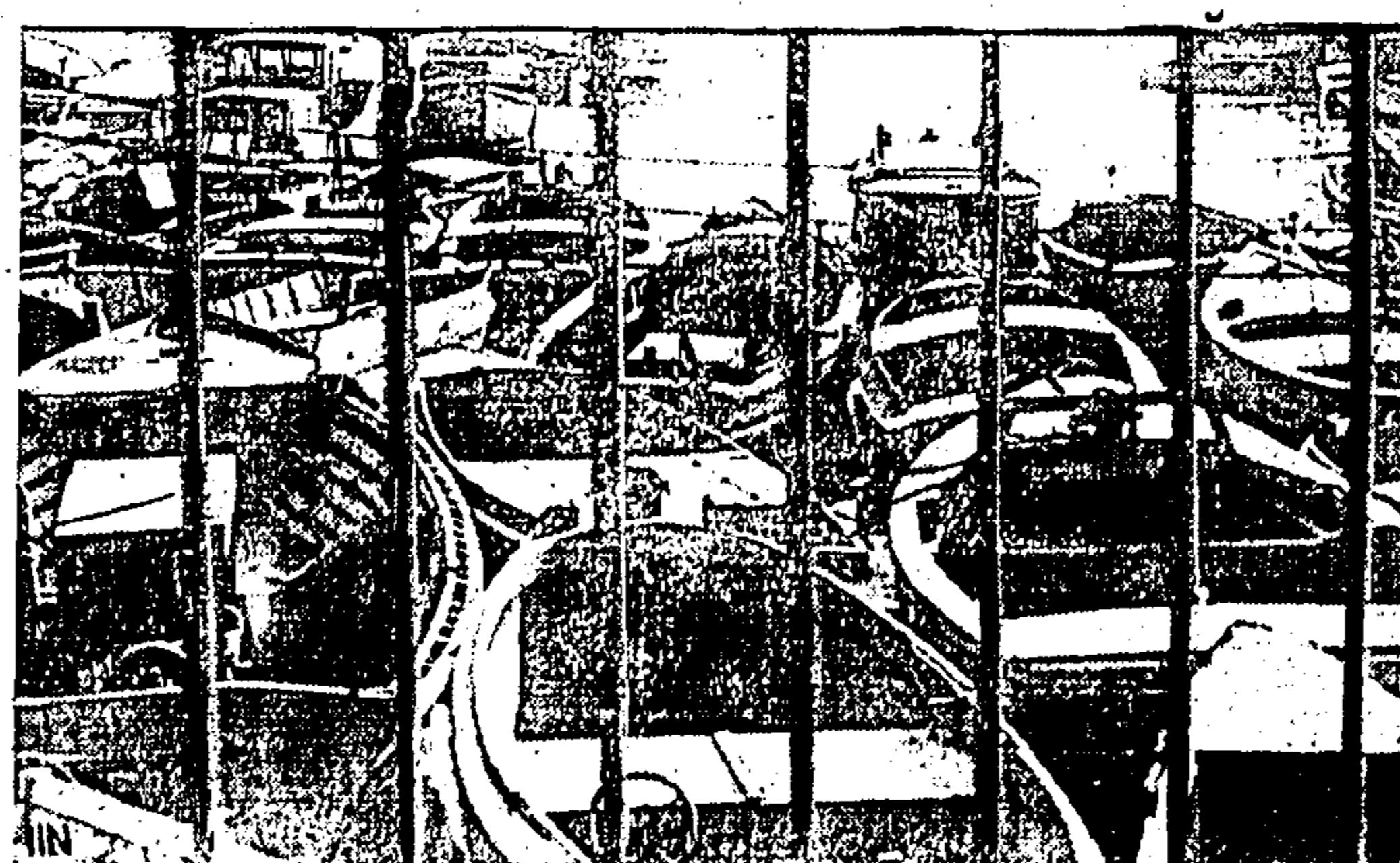
A large number of members of the British Women's Association, Shanghai, gathered at a reception held at the Headquarters last Wednesday afternoon to welcome Dame Edith Lyttleton, G.B.E., a British delegate to the Kyoto Conference.—(Ah Fong).

Child Welfare Enthusiasts



A tea party was given by Mrs. A. Bassett at her home, No. 11, Route Windham, in honour of Mrs. J. Allen Dougherty, of the Child Welfare League of New York, where representatives from various Shanghai women's organizations gathered to discuss the programme of a children's concert to be given early in spring, when children of international prestige will take part. Dr. Annie Walter Fenn is the Chairman of the International Committee in Shanghai.—(Ah Fong).

Behind The Bars For Bootleg Boats



Shorn of their glamour, these bootlegger's boats, modern galleons of adventure are shown as they were brought to an inglorious roost behind the bars. They are being held prisoners by the United States Border Patrol, of Detroit, in the first "boat-jail" in America.

Prominent Leader Of Religious Education Entertained



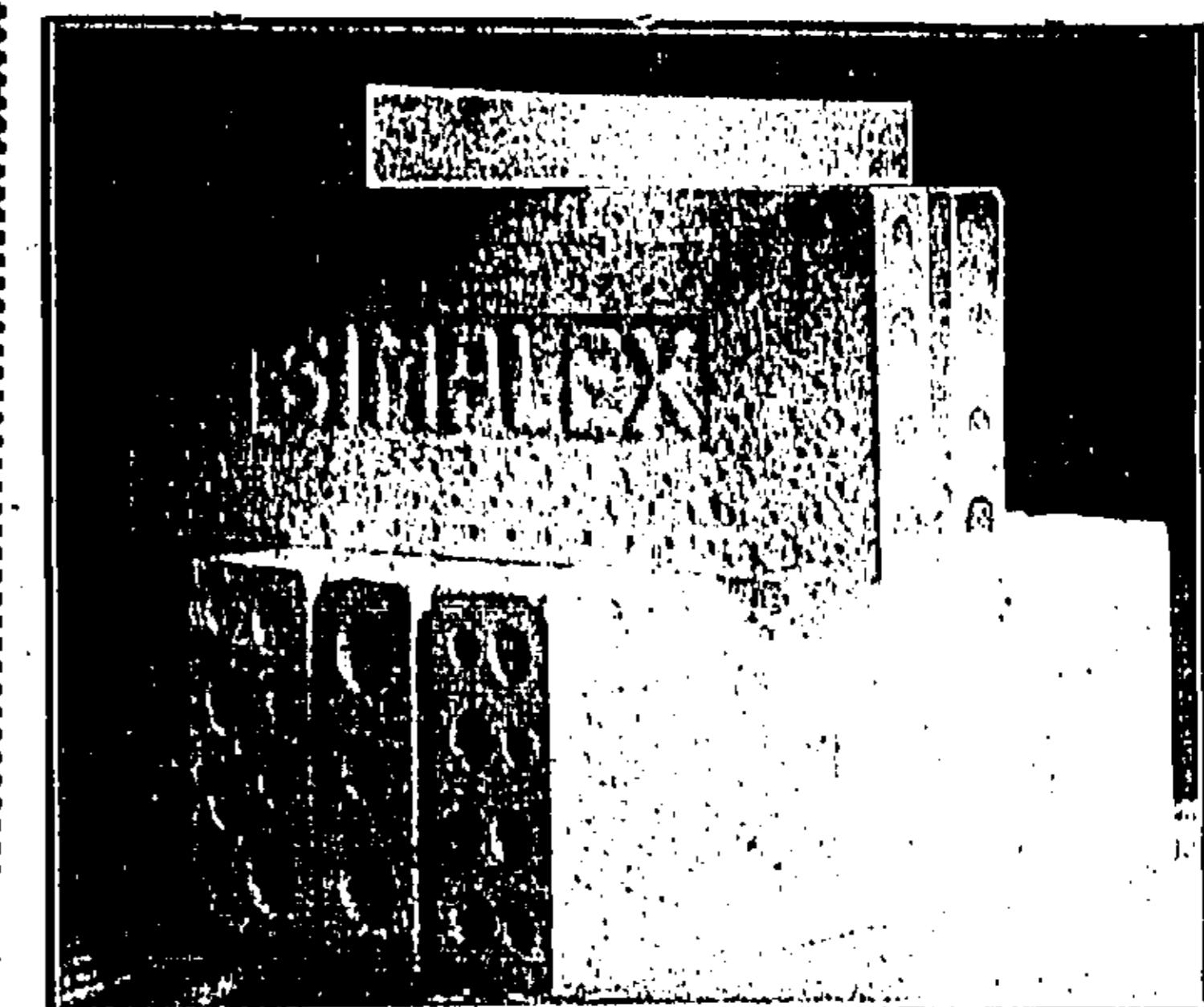
(At left). — Dr. R. M. Hopkins, General Secretary of the World Sunday-School Association, New York, and Mrs. Hopkins were the guests of honour at a dinner given by Sunday-School Promotion League at the Chinese Y.M.C.A., Shanghai. Dr. Hopkins, who is investigating religious education in the Orient, had just returned from Manila on his way back to America. He is seen here in the centre, with Mrs. Hopkins seated at the left and Rev. E. G. Tewkesbury, General Secretary of China Sunday-School Union, at the right.

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is a box of
SOCIETE CHOCOLATESThey will please mother, father,
sister, wife or sweetheart.Also
BISHOP'S HARD CANDY
the best for the children at any time.Order your CHRISTMAS CAKES now
THE CAFE PAVILION Nathan Road,
Tel. K. 874. THE BEST CAKES IN TOWN.HAT CLEANING
SAVE YOUR MONEY
BY SAVING YOUR HATS.
WE CAN:—Block, Bleach, Clean,
Dye, Iron & Reshape Hats for
Ladies, Gentlemen and Children.
OUR PRICES ARE MODERATE.HAT RENOVATING CO. 52 Nathan Rd.,
Kowloon. Tel. K. 1087.
Agents in Hong Kong:—Tyeb & Co., 19, Queen's Rd. C., Tel. C. 648.

This extravagance menaces health



To brush teeth and forget gums, is an extravagance that may demand as its price health, beauty and youth. In this life of ease and luxury, gums are undernourished and under-exercised. If neglected, they surrender to diseases that sweep the system and often cause loss of teeth. Only dental care can stem the advance of gum diseases once they are contracted. Prevention is easier and less painful.

Be liberal with yourself. See your dentist every six months. Continue to brush your teeth. But also brush gums vigorously with the dentifrice designed to help keep them firm and sound... Forhan's for the Gums.

When you have used this dentifrice for a few days you'll notice a vast improvement in the way your gums look and feel. In addition, note how effectively and safely it cleans teeth and helps to protect them from decay. Get a tube of Forhan's from your druggist and start using it today.

Forhan's for the gums

★ 4 out of 5 after forty and thousands younger
are in peril of the disease of neglect.

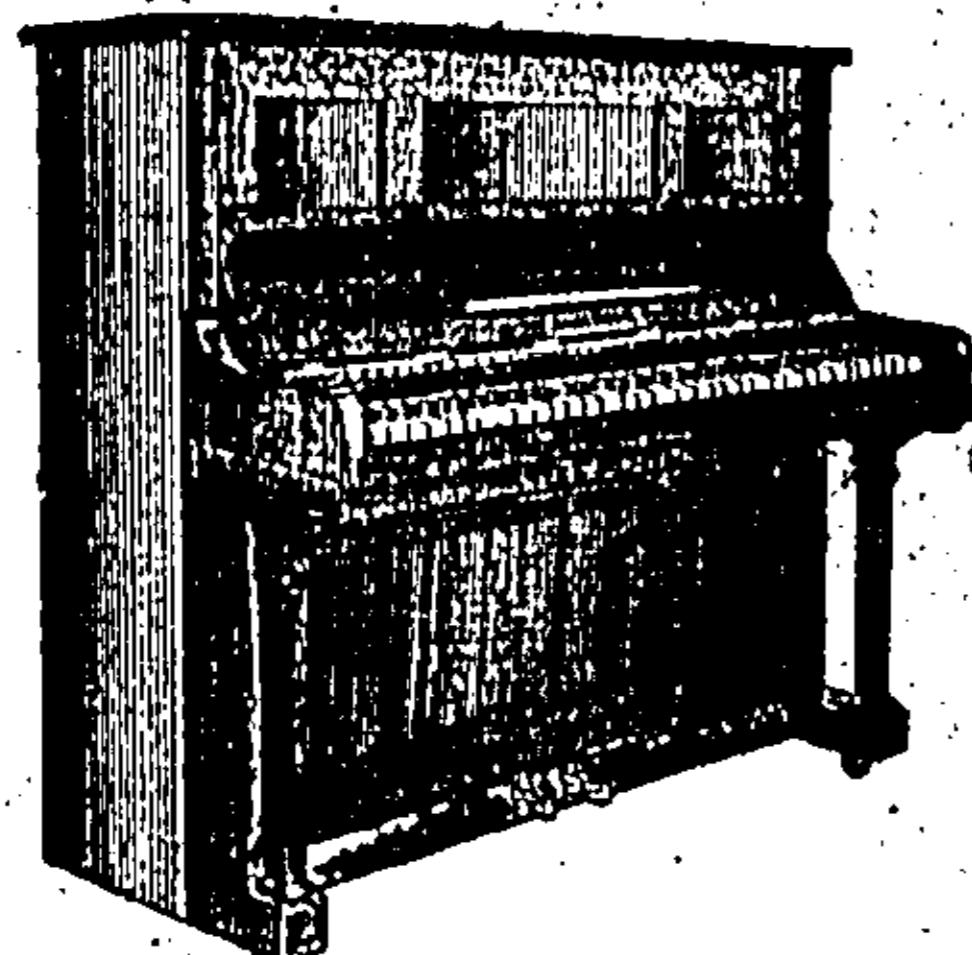
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GIFTS THAT WILL PLEASE
EVERY MEMBER OF THE FAMILY
THIS CHRISTMAS
A NICE NEW PIANO

To Love
Music
Is a
commendable
thing



GIVE US A CALL AND WE WILL ADVISE
YOU IN SELECTION



THE NEW VIVA-TONAL COLUMBIA
HORIZONTAL GRAND



TRIPLE
SPRING
MOTOR

ALL
FITTINGS
NICKEL-PLATED

"LIKE LIFE ITSELF"

A NEW CABINET MODEL



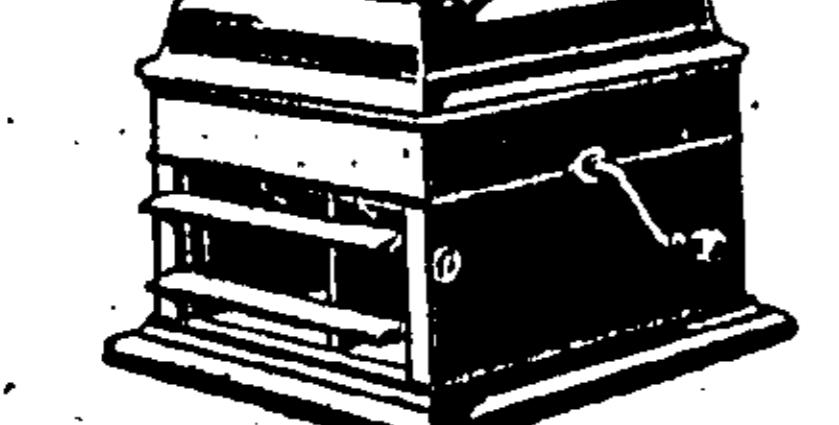
DOUBLE
SPRING
MOTOR

ALL FITTINGS
NICKEL-PLATED

MEETING THE NEEDS OF THOSE DESIRING
SOMETHING BETWEEN THE TABLE GRAND
AND LARGE CABINET.

POPULAR.
TABLE
GRAND

DOUBLE
SPRING
MOTOR



IN 'OAK — IN MAHOGANY.

THE PORTABLE THAT CHALLENGED THE WORLD

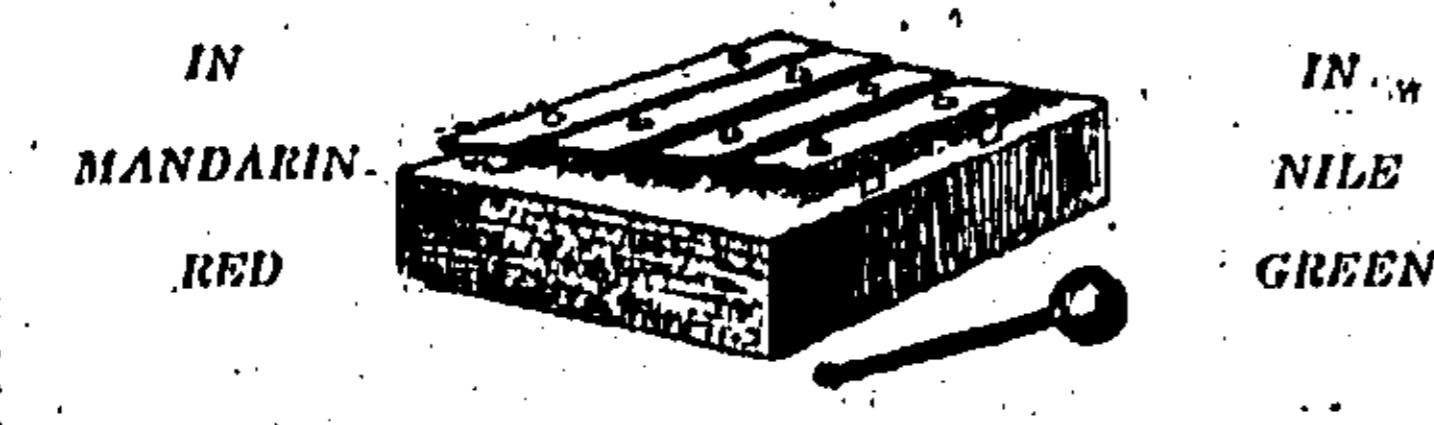


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VALUE

IT WILL BE A PLEASURE TO DEMONSTRATE.

MUSICAL DINNER CHIMES



Every Chord Struck Upon The Chime Is A Pleasant
Reminder of Your Generosity.

Anderson Music Co., Ltd.

"THE GEISHA"

Improved Acting By
Whole Company

AN EXCELLENT SHOW

There was a crowded house at the Theatre-Royal on Friday night for what was almost the last performance—since the Geisha season is drawing to its close. We shall be sorry to say farewell to all those dear little Japanese girls. We rather agree with the officer of H.M.S. "Tiggle," who wanted to buy one to put on a bracket—"just what is needed to brighten our dull quarters in damp and foggy weather! I should choose one of the sweet little things in crimson, who adorn the second act!"

In Top Form

Everyone was in top form last night, and a first-rate performance was the result. The music has been speeded up with good effect and encores are only permitted when the audience absolutely demand them.

Earlier on the week the show was still "in the making." The principals were all feeling their way, and the inexorable hand of Producer and Stage Manager could be felt. Now each character seems to have emerged from its chrysalis, taken wings, and expanded and developed.

Stellar Rank
M. G. Marillot in the part of "Cunningham" is a case in point. What seemed an unimportant character has now emerged from the background and occupies Stellar Rank!

He and Miss Nellie Field have a great success with their concerted song (for it isn't quite a duet) and their most attractive and delightful dance had the distinction of winning the big encore of the first Act.

Round of Applause
M. M. Maas has also developed a minor role, and now gets a round of applause all to himself when he mounts that little stool!

Among the successes of Act II the dance of the Geishas stands out conspicuously. The graceful movements of the dancers, the vivid hues of the Kimonos and the dream of fluttering fans, make a picture which will linger in the memory.

"Wun-hi" seems to have different "gaga" every night. The new topical verse to "Chin Chin Chinaman" brought a roar of applause from the house; and his dance was the excuse for another thundering encore.

The Last Performance
Just one more performance on Monday next will bring this successful season to a close. Come along everybody and don't miss it! If you haven't got a ticket hurry up, or you'll be too late to bid a last farewell to the denizens of that "garden of glitter" in "Happy Japan".

—ACW.

Auction of Costumes
After the final performance of "The Geisha" on Monday night an auction sale of the costumes used in the production will be held. Takemini will wield the hammer, while his clerk will be Wun-hi.

MODERN MAGICIAN
Levante And His Weird Performance

THRILLS AT "MAJESTIC"

Levante's second programme at the Majestic Theatre promises many novel features. It will comprise sleight-of-hand tricks with borrowed rings, and a demonstration of "The Chinese Linking Rings," a trick made famous by Chung Ling Soo, a Chinese magician who was famous throughout the Continent. Levante will also duplicate the spirit essence of The Davenport Bros. In this act, he will be tied to a chair, and whilst in this helpless condition, will cause bells to be rung, tambourines to be thrown about, and many other weird phenomena will take place. Included in this programme will be an escape in full view of the audience from a Police straight jacket.

Miss Gladys Cole will present a novelty act of finger silhouettes, using her fingers to make shadows of birds and animals. She even succeeds in playing a shadow pantomime.

These talented artists will give an extra matinee performance at 2.30 p.m. in addition to the 5.30, 7.20, and 9.20 p.m. shows, so that children may have an opportunity of seeing their varied items to-day.

"The World of Her Feet."
The supporting picture for to-day and tomorrow will be "The World At Her Feet," starring Florence Vidor, the "Grand Duchess" of the screen. An old lady lawyer who forgets her husband whilst becoming immersed in legal ethics, the star is said to be more lovely than who has ever been.

Arnold Kent, handsome and accomplished Paramount leading man, plays the husband of Miss Vidor in this delightful comedy. Margaret Quimby, the former Scandal's beauty, William Austin, and Richard Tucker complete the balanced cast of the cast.

The name of the New Territories Building & Agricultural Development Co., Ltd., has been struck off the register of companies.

NEW ADVERTISEMENTS.

FANLING HUNT FANLING HUNT



STEEPLECHASE

TO-DAY

FIRST RACE

3 p.m.

Admission to Public Enclosure \$1.00
(Soldiers & Sailors in uniform half-price)

Special train leaves Kowloon 1.30 p.m.
Returns 5.55 p.m.

First-class return fare including admission to Public Enclosure, \$2.00

Free parking for cars.

G. PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction
to be held on MONDAY, the
23rd day of December, 1929, at
p.m., at the Offices of the
Public Works Department, by
order of His Excellency the Gov-
ernor, of one Lot of Crown Land
at Mong Kok Tsui, in the Colony
of Hong Kong, for a term of 75
years, with the option of renewal
of Crown Rent to be fixed by the
Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No.	Description	Boundary Measurements				Surface Area about
		N.	E.	S.	W.	
1	Opposite Boundary House No. 12	ft.	ft.	ft.	ft.	sq. ft.
2	Opposite Boundary House No. 13	ft.	ft.	ft.	ft.	sq. ft.

DAWN ASSHETON

Coloratura Soprano To Sing Here

HAS THREE OCTAVES

Dawn Assheton, world-famed English Coloratura Soprano, who will be heard with Laszlo Schwartz, the eminent Hungarian Violinist-Composer, at the Hong Kong Hotel on December 26 and Peninsula Hotel on December 27 has won universal fame, not only as England's most brilliant operatic coloratura soprano but also as one of the most fascinating singers of folk and character song.

Dawn Assheton began her vocal studies in London as a contralto and gained many splendid commendations from the leading music critics. One day she confided her secret to the Master by informing him that she was certain she could achieve an infinitely greater measure of success as a soprano. The Master warned the ambitious singer not to ruin her glorious organ. However, Dawn Assheton knew what she wanted, and, for months the young artist religiously avoided meeting him.

One day she dropped in and casually informed the incredulous Italian, gentleman that she was now convinced that she could sing any of the most difficult coloratura arias, if only he took the trouble to coach her.

"What makes you think so?" he asked. "Because," answered the artist. "I have extended my range to three octaves." The Master laughed heartily and informed his ex-pupil that he never surmised she was such a talented "sibber." Next moment she sat at the piano and striking a chord on "G" sang the three complete octaves, until she reached "G" above the high "C." The nonplussed signor gasped, and stammered, "Do it again," he commanded. She did—five times in succession. That settled the long-standing argument, and he placed a volume of coloratura arias on the piano and whispered:

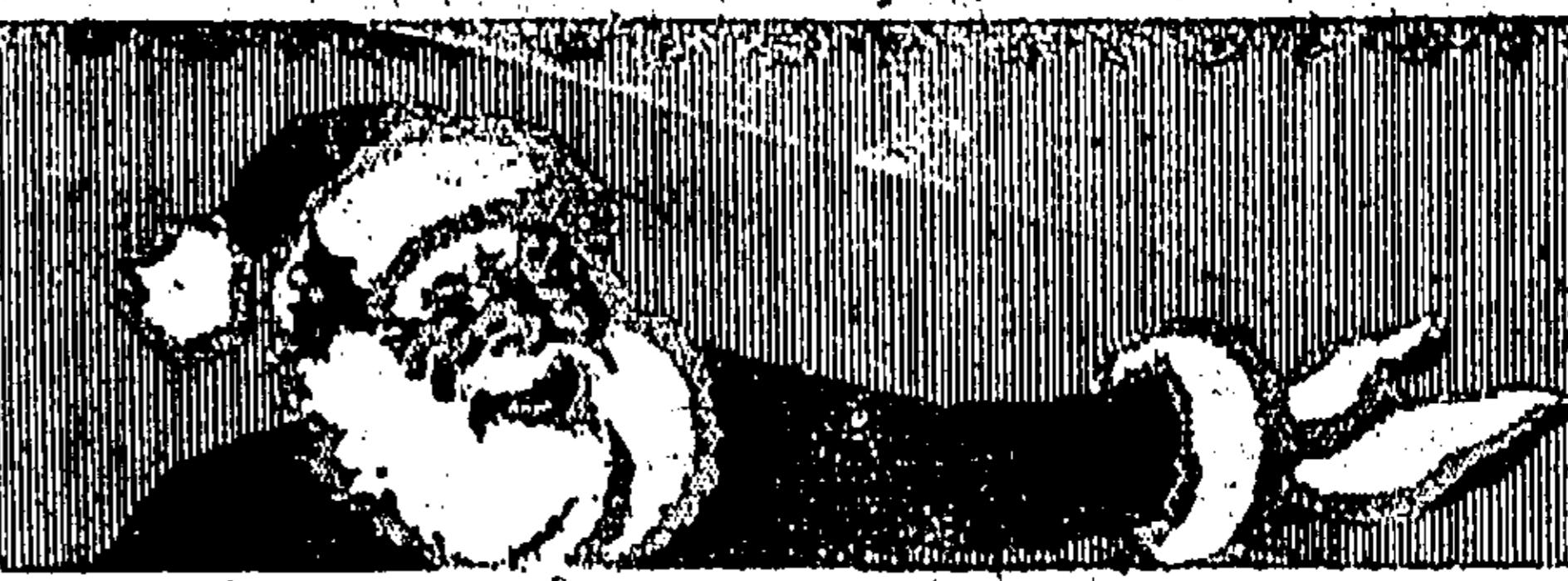
"Well—I suppose you are a coloratura soprano." Indeed, Dawn Assheton proved to be one of the world's greatest.

Mr. W. Schofield, a Cadet officer, has been appointed an Assistant Superintendent of Imports and Exports.

The re-appointment of Mr. T. S. White-Smith (from the Crown Building & Agricultural Development Co., Ltd.) to the Kai Tak Management Committee, effective today.

MAKE A POINT OF VISITING

SINCERE'S



CHRISTMAS BAZAAR
FOR THE FINEST GIFTS
AT THE FAIREST PRICES

For years we have enjoyed the visits of thousands of Christmas shoppers to our value-giving Store, and this year our Christmas arrangement is better than ever. The whole Store has been renovated and is full of Gift suggestions, so that selections of gifts made here will mean pleasures to both the givers and the recipients.

OUR SPECIALTIES IN GIFTS

Chinese Artistic Silverware

Chinese Silk Hosiery

China Tea Sets

China Vases

Chinese Lacquer Ware

Fancy Silk Lamp Shades & Lanterns

China Tea

Chinese Silks

Radio Receiving Sets

Micro-Perophone Talking Machines

"Sincerity" Watches

New Diamond Fountain Pens

La Prueba Cigars

Artificial Flowers

Manicure Sets

Cameras

B. S. A. Motor Cycles.

FANCY CHOCOLATES, CRACKERS, TOYS, PERFUMERY,

HANDKERCHIEFS, WINES, CIGARS &

CIGARETTES ARE PROFUSELY IN STOCK.

AVOID RUSH IN THE LAST MINUTE

THE SINCERE CO., LTD.

THE HONG KONG EMPORIUM.

If you want him to appreciate the gift
as well as the sentiment—



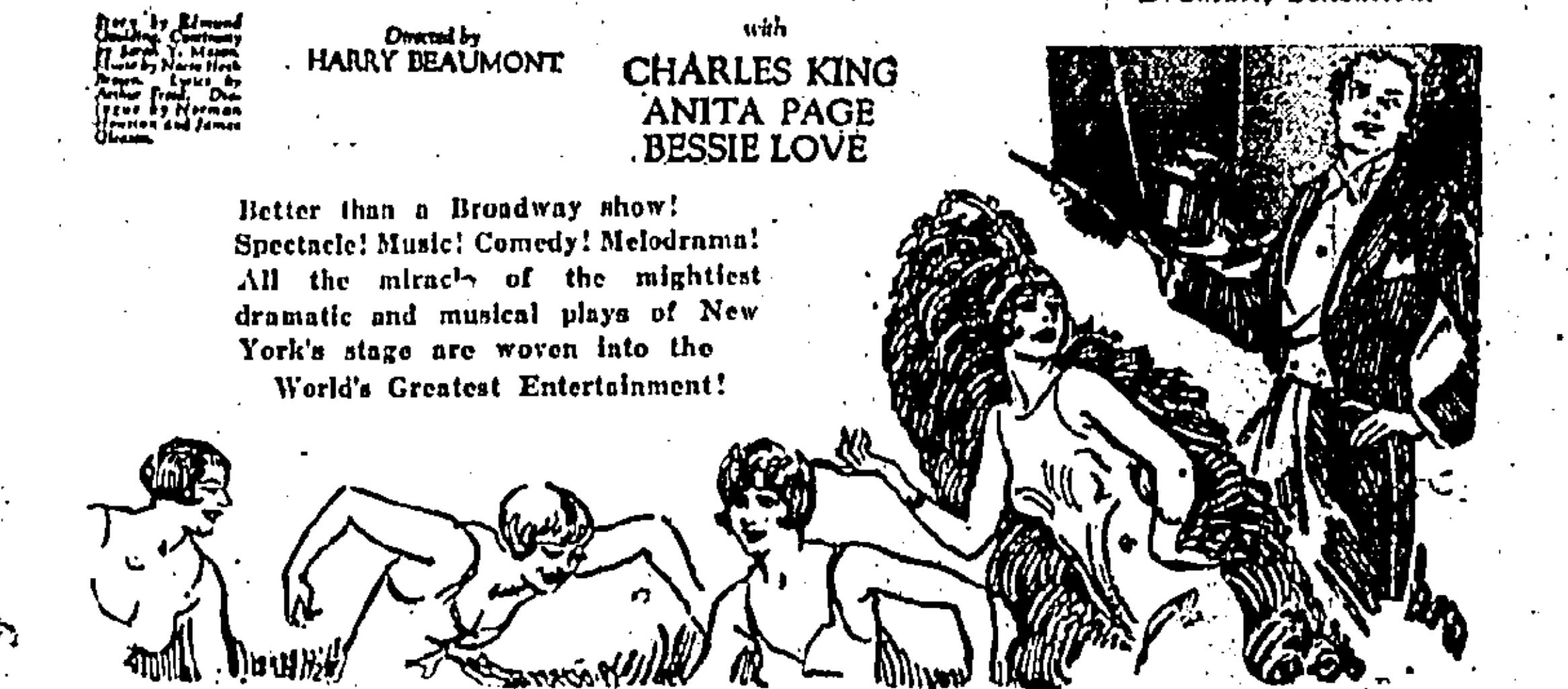
"SEND HIM
Three Castles
CIGARETTES"

AN ALL STAR Holiday Display!

QUEEN'S LAST 3 DAYS

The BROADWAY MELODY

Directed by HARRY BEAUMONT

with CHARLES KING
ANITA PAGE
BESSIE LOVETHE SCREEN'S
NEW MARVEL
100% TALKING
SINGING DANCING
Dramatic Sensation.

Better than a Broadway show!
Spectacle! Music! Comedy! Melodrama!
All the magic of the mightiest dramatic and musical plays of New York's stage are woven into the World's Greatest Entertainment!

HER LITTLE SISTER
HAD WON OUT
IN THE GAME
OF LOVE!



TO-DAY TO TUESDAY
ONLY
AT 2.30, 5.10, 7.15 & 9.20



VILMA BANKY in "THIS IS HEAVEN"

with James Hall

An ALFRED SANTELL production

PART - TALKING
UNITED ARTISTS

PRODUCTION

YOU'LL SAY: "THIS IS HEAVEN"
WHEN YOU THRILL TO THIS GREAT TRIUMPH!

WORLD

DAILY AT 2.30, 5.15, 7.15 & 9.20.

SUNDAY TO TUESDAY

ENTIRE
HAROLD
LLOYD
PROGRAMME

"NOW OR NEVER"
"THE ROYAL SLYNESS"
"BUMPS ON BROADWAY"
"GET OUT OF THE UNDER"

WEDNESDAY AND THURSDAY

"THE
NERVOUS
WRECK"
A SIDE-SPLITTING COMEDY
WITH
HARRISON FORD

FRIDAY AND SATURDAY

A LOVE STORY OF THE
UNDERWORLD
DOLORES
COSTELLO
IN
"TENDERLOIN"
WITH
CONRAD NAGEL

SUNDAY AND MONDAY

BACK STAGE
WITH
THE FOLLIES GIRLS
GLENN
TRYON
IN
"THE GATE
CRASHER"

STAR

Daily At 5.30* & 9.20.

Special Matinees, Saturday & Sunday At 2.30.

TUESDAY AND WEDNESDAY

A LOVE STORY IN
A GALE OF MIRTH
"SPITE
MARRIAGE"
WITH
"BUSTER
KEATON"

THURSDAY TO SATURDAY

THRILLING ROMANCE
JOHN
GILBERT
IN
"DESERT
NIGHTS"



London, Nov. 15.

The King and Queen have been to the theatre four times in nine days, and Drury Lane is going to have a pantomime after several years of intermission. So everything looks quite normal and cheery for the coming of the Christmas season, despite the fact that nobody has any money, at least not for the purpose of paying their debts; that the Government instead of abdoluting the dole are going to increase it (which makes the income tax payer groan), and that the cocktail habit is steadily diminishing. With a mixed grill like this, the best thing to do is, of course, to allow cheerfulness to break in occasionally.

The dinner to the V.C.'s quite overshadowed the Lord Mayor's banquet at the Guildhall, and the Prince of Wales who is extraordinarily happy in his public utterances coined the phrase, "the Most Enviable Order of the Victoria Cross" which is certainly likely to remain. It was a wonderful gathering there, 2000 guests, and happily the dole will not be spent by a formal repetition each year. It will probably be four or five years before another dinner is held.

The Press, I think that in one wanted any more war is very much in keeping with the world attitude at the present moment. Perhaps the only people who want to do some fighting and can't quite see where to begin are the Italians, and even they would probably be sorry if they started a row.

The Public School spirit is a thing which grows upon one. It is better defined as being an element in itself, but somewhat less so by the fact that it either is, or it isn't, good or inefficient education. This is not too serious a view of the business. The Commission which is at present enquiring into the Civil Service has been told that the really clever boys from the Public School or the university are leaving into the Civil Service as it is conserving though safe and secure. If they

have means they go to the bar, if they have influential relatives they go into the City, but the Civil Service, even the Indian Service, is said to attract only those who want to play for safety.

A somewhat curious result of the public school spirit, the basis of which is usually believed to be playing the game, even when it means taking risks. Surely there is as much element of risk and adventure in joining the I.C.S. at present as any intelligent graduate of our universities could wish for; and in addition it calls for the very best qualities of tact and appreciation of others, which cannot be detected in an ordinary examination.

In a letter to Mr. Baldwin the premier has explained that although the Secretary for State did not say so in the House of Commons, the Viceroy's declaration does not really alter the spirit of the Montagu declaration of August 1917. It merely means that that declaration still holds good, and it is easy to imagine that the Viceroy might be necessary to make this statement clear, as some recent speeches would suggest that it was the intention of the speakers to go back on that announcement if they got a chance.

Of course in their articles in the daily "Mail" Lord Sydenham ofof course, Sir Michael O'Dwyer and Sir Reginald Craddock do not suggest that they wish to go back to a Northern state of affairs. Their sense of responsibility is too great, I think they are unwilling to say new developments. Sir Michael O'Dwyer by the way seems to go much further in supporting the secessionists. In the Province as against change in the Central Administration of India than he said before. The whole business is somewhat of a storm in a tea cup, but the political capital which was sought to be made of it has not developed, and the "Daily Mail" is now turning its attention to Bolshevik plots in South Africa.

Murders and mysteries still enthrall us, and we are consequently very annoyed to find that the discovery of the charred bones of a woman in a suit case left on a bus, was apparently merely a piece of private spite to get somebody into trouble. This is not playing fair by the public, who expect that once a murder mystery has been started it will be pursued until somebody is hanged for it. To find that it is merely a glorified hoax is really very annoying, and journalists who are concerned in keeping the public for ever on tenterhooks will feel quite happy if the hoaxer who is said to be a woman herself could be brought to justice.

It is strange to find that, eleven years, after the War had ended, War plays, War books and War films are more popular than ever. The MSS of "Journey's End" has just been sold for £15,000 for the benefit of the League of Nations Union, and is to become a National possession. The King and Queen have been to the play which has been published in serial form in an evening newspaper.

The best sellers of the year are "All Quiet on the Western Front" and "Sergeant Grischa," both translations from the German. As somebody has said the reason why we are getting the best war stuff from the Germans is probably because they have suffered the most of all, and it is suffering which makes a man or a nation think.

Westward the course of Empire takes its way, and this is also true of business, for there has been a steady movement westward from the City. It began more or less

when Kingsway became available for large office buildings, and now the Shell combine are buying the old Cecil and are going to make of it a great office building. The Cecil was one of Jabez Balfour's speculations which landed him in jail, and ruined thousands of people, but like his other enterprises, Whitehall Court and the Hyde Park Hotel, it has come to success. Jabez Balfour in fact had the right idea for the development of London, but was not only ten or twenty years ahead of his time but went the wrong way about financing these efforts. Hence the penal servitude.

The original shareholders were frozen out, and the capital on which dividends are being paid is much less than was put in to any one of

VACCINATION

St. John Ambulance Brigade

WEEKLY RETURNS

The weekly vaccination return of the St. John Ambulance Brigade shows that the number of persons vaccinated—free of charge—by members of the Ambulance Brigade, up to and including Thursday, December 19 is:

Chinese Y.M.C.A. Division	6,747
King's College Division (Old)	3,411
Railway Division	1,281
Indian Division	1,289
Kowloon Division	10,095
Mongkok Division	37,838
Shaukwan Division	4,175
Motor Drivers' Association	
Division	1,017
Chinese Athletic Division	6,719
U.S. Long	409
Victoria Nursing Division	141
Y.W.C.A. Nursing Division	148
Total	80,298

these enterprises. The Cecil has always been a very popular Hotel with Americans, and business people from the north of England; and the Grand Hotel in Northumberland Avenue has recently been turned into an office building as well, and the demands on hotel accommodation continue to increase; it looks as if there is scope for more hotels in London. The Canadian Pacific Railway have a plan for an 800-bedroom hotel, which would relieve some of the congestion.

So far as is at present known the restaurant portion of the Hotel Cecil will be continued, although there has been a great increase in the number and area of restaurants in late years. In fact the troubles through which those famous houses in Regent Street, the Savoy and Verrey's Restaurant, are now passing are due to the great competition in restaurant business quite apart from any hotel connection. These has been a large number of restaurants opened, many of which are run on being exclusive and high priced, while at the other end of the scale there is a great development of the Lyons Corner House business, which is very far from being either exclusive or expensive.

RADIO

TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 935 and 49 metres:

9.55 a.m.—Morning Service relayed from St. Joseph's R.C. Church, Garden Road.

10.15 a.m.—Mass:

(a) Kyrie (L. Porosi).

(b) Sermon "Restoring the Balance" by Rev. Father P. Joy, S.J.

(c) Offertory: Alma Redemptoris Mater.

(d) Sanctus, Benedictus and Agnus Dei (L. Porosi).

12.15 p.m.—Benediction of the Blessed Sacrament.

11 a.m. (Approx.)—1 p.m.—Chinese Programme.

1.45 p.m.—Weather Report.

7.45 p.m.—Weather Report.

9 p.m.—Evening Programme of Columbia Records supplied by courtesy of Messrs. Anderson.

"Poet and Peasant"—Overture, Parts I & 2 (Van Suppe).

The Regimental Band of H.M. Grenadier Guards.

"Wagneria" (Alors from Wagner)" (Douce).

"Chopinata" (Alors from Chopin) (Piano Solo by Clement Doucet).

"Classical"—Selection, Parts I & 2 (Arr. Ewing).

I. H. Square Celeste Octet.

"The Wedding of the Painted Doll" (Fred & Brown).

"The New Moon" (Lover, come back to me) (Hammerstein & Romberg), (Layton & Johnston).

"La Serenade" (Angel's Serenade) (Braga).

"Serenade" (Pitti).

J. H. Square Celeste Octet.

"Lennie" (N. P. Wright & T. C. Sternfeld).

"Hooh" (Lockton & Richards).

Harold Williams with Orchestra, Baritone.

"Il Bacio" (Arditi).

"Softly awakes my heart, from Samson and Delilah" (Saint-Saens).

The Regimental Band of H.M. Grenadier Guards.

"La Campanella" (Part I & 2) (Liszt). Mischa Levitski.

"Mizzen" (Selection, Parts I & 2) (Thomas).

New Queen's Hall Light Orchestra.

"Chips that pass in the night" (Egan/May & Stevenson).

"Vale" (Avery & Russell).

Madame Clara Serena with Piano.

"The Student Prince"—Vocal Gems.

Parts I & 2

(Donnelly & Romberg).

The Student Prince Company.

"Broadway Melody" (Brown & Freed).

"You were meant for me" (Layton & Johnston with Piano).

10.30 p.m.—Close Down.

MAC'S CAFETERIA

(Hong Kong Hotel)

and

PENINSULA HOTEL CAFETERIA

now showing a choice selection of FESTIVE SEASON SPECIALITIES.

BEAUTIFULLY DECORATED

CHRISTMAS AND NEW YEAR CAKES—

Plum Puddings, Mince Pies, Madeira, Stollen, Cherry, Ginger, Iced, Dundee and Shortbread Cakes.

FANCY CHOCOLATE CHRISTMAS TREE DECORATIONS—

Violins, Guitars, Chickens, Elephants, Snowmen, Pigs, Monkeys, Moon Faces.

MARZIPAN NOVELTIES—

Pigs, Apples, Pears, Plums, Strawberries, Apricots

and a fine selection of Imported Chocolates in Fancy Boxes and Caskets, including Frys, Cadburys, Rowntrees, Nestles, Mackintoshes, Neilson's of Toronto, Foster and Oreal and Rhine-Hess Candy Co. of San Francisco.

ALL MODERATELY PRICED.

THE HONGKONG & SHANGHAI HOTELS LTD.

THE COFFEE TASTES BETTER WHEN IT IS

CORONA COFFEE.

CONNELL BROS. COMPANY, David House, Des Voeux Rd. C.

Sale Agents:—

Plano

Love's Old Sweet Song

(J. L. Molloy).

Poem (Tibbs).

Broadway Melody

(Brown & Freed).

You were meant for me

Layton & Johnston with Piano.

10.30 p.m.—Close Down.

There are my choice "SURPRISES"

AT LANE, CRAWFORD, LTD.,

AND ONLY \$2.22 More DAYS

GIFTS FOR THE HOME

We guarantee that every piece of crystal is cut by hand.

Salad Bowls From \$20.00 to \$40.00 Each.	Whisky Decanters From \$15.00 to \$30.00 Each.
Candle Sticks \$30.00 Fr.	Celery Vases \$15.00 En. Trays ... From \$15.00 to \$40.00 Each.
Flower Vases From \$7.00 to \$50.00 Each.	Liqueur decanters From \$5.00 to \$10.00 Each.
Sweet Dishes From \$4.50 to \$12.00 Each.	Cake Baskets ... \$12.50 Each.
Port Decanters \$17.50 to \$40.00 Each.	
Nut Bowls From \$15.00 to \$40.00 Each.	

GIFTS FOR THE KIDDIES

THE BLACK CAT'S NURSERY CHINA WILL	Cups and Saucers \$1.50 Ea.
	Mugs 80 Cts. & 90 Cts. Ea.
	Porridge plates \$1.50 Ea.
BRING GOOD-LUCK TO THEM	Flat Plates ... 80 Cts. Ea.
	Bread and Milk Bowls ... \$1.50 Ea.
	Milk Jugs ... \$1.50 Ea.
	Oval Baby Plates ... \$2.50 Ea.

GIFTS FOR LADIES

Dressing Table Sets From \$22.50	
Brush Sets \$10.00	
Manicure Sets ... From \$5.00 to \$40.00	
Bridge Scores . From 75 Cts. to \$10.00	
Hand Mirrors	\$5.00
Jewellery Boxes	\$22.50
Hat Stands	From \$2.75
Currit Razors	From \$9.50
Bud Vases	From \$2.75

GIFTS FOR MEN

Wilkinson Safety Razors:—	
Gold plated	\$40.00
7-day set	\$27.50
3-day set	\$17.50
Gillette Safety Razors	\$10.50
Valet	\$10.50
Military Hair Brushes	From \$5.50 to \$55.00
Shaving Brushes	From \$1.25 to \$9.50
Shaving Mirrors	From \$5.00 to \$20.00
Stainless Pocket Knives	From \$2.00 to \$7.50
Solid Nickel Inkstands	From \$14.00 to \$50.00
Solid Nickel Ash Trays	From \$3.00 to \$10.00

Yet there are only Two more days but still there is time to send your Greetings to your friends with our

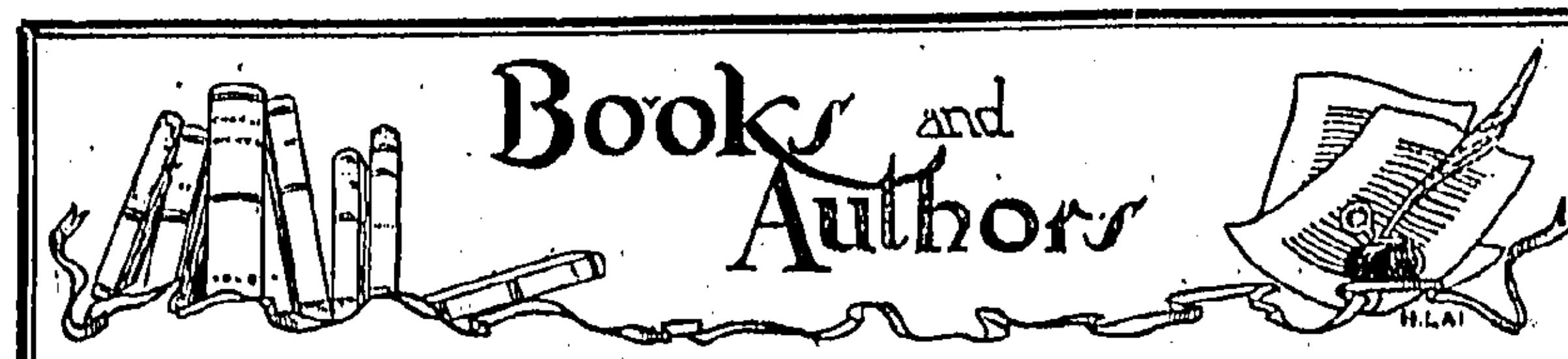
XMAS CARDS & CALENDARS

of the latest designs and worthy of your inspection.

Cards ... , From 25 Cts. to \$5.50 Each.

Calendars ... From 40 Cts. to \$15.00 Each.

ROYAL PORTABLE TYPEWRITER HEADS THE LIST OF SCHOOL AND COLLEGE NECESSITIES BECAUSE OF ITS GREAT DAY-TO-DAY HELPFULNESS, IT MAKES AN IDEAL XMAS GIFT TO THE STUDENT.



CHINA YEAR BOOK

An Almost Unique Repository

HIGH STANDARD MAINTAINED

This year's "The China Year Book, 1929-30," is really double quantity in that events of nearly two years are expertly dealt with to the high standard of this gigantic publication, even so competent an authority as the former U.S. Minister to China, Mr. J. V. A. MacMurray, pays a tribute:—

"...The 'Year Book' is the confirmatory exception to the general rule that there is no such thing as an ascertainable fact in China or in regard to China. It is indeed the almost unique repository of that concrete information without a knowledge of which we can none of us pre-

tend to be more than flaneurs as regards actual conditions in China."

No one can envy the task which the Editor, Mr. H. G. W. Woodhead, C.B.E. (who also edits the "Peking and Tientsin Times"), carries out so well. For the greater part of the "Year Book" has been completely re-written and brought up to date. What with the lack of assistance from official sources and the rapidly changing situation during the past twelve months, there must have been unusual difficulties.

A great deal of information is given about the Central Bank of China, the note-issue of which has formed the basis of exciting speculation in Hong Kong. Financial will be able to read all about an interesting topic here.

The chapter on river conservancy and harbour works has been completely revised; thereby providing abundant data for the ship-

ping community. As considerable space has been devoted to the new scheme of railway construction, much can be learned also about communications on land.

"China Mail" Quoted

Shipping occupies a prominent place and the history of piracy in China is brought up to date. Incidentally, prominence is given to an article in the "China Mail," which disclosed some secrets about piracy, and this has been reproduced in full.

Those who wish to delve into the work of missions and medical missionary services will find that the subject has been appropriately dealt with.

Manufacturers in Europe and America, and their agents here, will do well to study carefully the chapter on trade marks and regulations. Furthermore, the new Chinese import tariff, with index, has been included in full. Merchants are certain to find this very handy for reference and for comparison.

Lawyers might do worse than read up the chapter on Public Justice because the old and new laws are set down together with material concerning the judicial system, courts and prisons.

Aviation

A sign of the times is the useful addition of "aviation" as one of the sub-heads under Communications.

Of general interest, there is a wealth of reading matter for the enlightenment of those who desire to become acquainted with things Chinese. Much will assist the average reader of the daily papers in comprehending the situation. Among the most important might be mentioned the following:—

China's International Problems, including the text of all new Treaties concluded between the National Government and the Powers.

Documents relating to the Nanking Outrage, the Kellogg Pact, the Tsinan Incident, the Shanghai Provisional Court, Extraterritoriality.

The present Chinese system of Government.

The Kuomintang (i.e., Nationalist Party).

"Who's Who," being a series of biographies of several hundred people prominent now and before, with many current additions.

The Chinese Eastern Railway dispute with Russia.

LAST WEEK'S SOLUTION.

HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-A veranda	41-Allowing that	15-A noted English school
5-Land surrounded by water	42-A great Spanish hero	16-A fall flower
9-Decay	43-Favored	20-Greek letter P.
10-Distant	47-Cry of the sheep	22-Mother
12-A desert	49-An American Indian	23-An American Confederate general
13-Single	50-A Hebrew high priest	25-The head, as of wheat
14-Sprightly	51-A unit of work and energy	27-Confusion
15-A fairy	52-Glory	30-A spring flower
17-A river in N. Italy	53-French saint (Feminine)	31-Each (abbr.)
18-Pronous	54-Old	32-Dull
19-Chief town of Samoa Islands	55-Forsaking	33-A person who hunts seals
21-A cape in Alaska	56-Deceitful	34-A critical moment
24-To forbear	57-Consumed	35-Weight
25-Bit repeatedly	58-Floating	37-Old eat (abbr.)
26-Half an em	59-6-Mimic	38-Metaphor by promise
30-Beliefs	60-An American author	43-A Japanese statesman
34-A youth of gentle blood, as in training for knighthood	7-Nothing	44-Democrat (abbr.)
35-Scarce	8-To protect	45-The (Spanish)
38-A wooden spool	11-Thre-toed sloth	46-Shore for Benjamin
40-Associate of Arts (abbr.)	14-Egyptian sacred bull	48-A branch of learning

MISS PRIMCOCK came last Saturday, as governess to Doris Grey, Of whom you've heard before. And on the Sunday, by some chance, They heard in church the life-romance Of Solomon... his score Of seven hundred wives, and then Three hundred something else. Well, what did Doris hear? She reached up to Miss Primcock's ear, And whispered, very loud and clear, "My! What a crowd in bed!"

Doris

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As governess to Doris Grey,

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Three hundred something else. Well,

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She reached up to Miss Primcock's ear,

And whispered, very loud and clear,

"My! What a crowd in bed!"

Most of the really spicy ones are too long to reproduce here, but the reader will find some most enjoyable reading if he does not purchase this excellent little book.

WARWICK REVUE

Popular Entertainers' Return

When a Company returns to the same place again and again, it may be said that it has confidence in its popularity with the inhabitants. This is certainly the case with the Warwick Revue Company, which gave a delightful first-night performance at the Star Theatre on Friday night. The attendance was not excessive, but it was undeniably appreciative, and several numbers were enthusiastically encored.

Local audiences will never tire of that arch-comedian, Mr. Rex Burchell, at whose "inconsequentialities" it is impossible not to laugh. His confidential patter and whimsical personality have no rivals.

Barbara Weale and Guy Lathom

are an admirable pair, whether

their duets be of song or dance,

comedy or romance, whilst Miss

Enid Nicholson, who sings with

grace and charm old-fashioned or

sentimental ballads, is refreshing

after the sophisticated songs that

are now all too popular. Elwyn

Driver, Miss Gladys Volle, and

Mr. Robert Pooles (who has a rich

baritone voice) unite their talents

to make this show a great suc-

cess. There will be performances

to-night and on Sunday night.

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THE SLAZENGER TENNIS BALL

ADOPTED FOR MORE THAN 150 OF THE OPEN TOURNAMENTS AUTHORIZED BY THE LAWN TENNIS ASSOCIATION IN ENGLAND DURING 1929 AND AGAIN OFFICIALLY ADOPTED FOR THE WIMBLEDON CHAMPIONSHIP OF 1930.

THE CHOICE OF ALL LEADING PLAYERS

AT WIMBLEDON 1929 OVER 65 % OF THE PRINCIPAL PLAYERS, 15 OF THE SEMI-FINALISTS AND 6 OUT OF THE BRITISH FINALISTS, USED SLAZENGER'S RACQUETS.

LET THEIR CHOICE BE YOURS ALSO

Obtainable at all the leading Stores & Sports Outfitters.

A review of the Civil Wars from 1927 to 1929.
Labour, strikes, cost of living etc.

Authoritative Work
It need hardly be added, in conclusion, that the work is exhaustive and authoritative. Mr. Woodhead suggests that there may be shortcomings but a prediction is ventured thereon, in Hong Kong at least, that his result cannot be surpassed. The "Year Book" has come to stay and it has shown continual signs of virulent progress. It is confidently recommended to all, even if they have only superficial interest in China.

"The China Year Book, 1929-30," Edited by H. G. W. Woodhead, C.B.E., Tientsin Press Ltd., Tientsin, \$15.]

"HOT CHESTNUTS"

An Excellent Mine Of Humour

"Hot Chestnuts 1929" by "Castanarius" and drawings by T. C. Black; published by Cecil Palmer, 49 Chandos Street, London, W. C. 2; price 2/6 net.

Ever since Man evolved from the Monkey and probably long before that he has told stories. One may guess that he did not wait for the coming of tobacco to tell smoking-room stories. Also that in 10,000 B.C. he knew most of those which we tell as "the latest" today.

Be that as it may, the author believes that many of these stories are worthy of a less ephemeral fate than that of "entry at one end and exit at the other;" and in that belief he has endeavoured to enshrine them in the more permanent form of verse; which seems to him the medium needed to express their full value.

The majority of these "Hot Chestnuts" are new, or at any rate put in a new way. Moses and Sandy form a good part of the stage play of jokes. The drawings are very good indeed and in themselves create much laughter.

Many of the reviews dare not send for print in a daily newspaper of such a high reputation as the "China Mail," but two of the mild ones may be quoted, to give the reader some idea of the great feast of good things that are in store for them:—

"His Monnay-Box"

Reuben:

"Vot's dot you say, Ike Rosenthal?
You gif your leetle Mo!
A shillin' every week? Mein Gott!
Dot iss a lot of monnay, dot!

At your year old or so?"

Ike:

"Is, iss, mein friend, vo know it iss,
But you must be in mind.
Dot monnay is not drawn away.
We gif it him on Zaturday;
And in a week we find

He haf it still. He refer part.
So ven de time hass com to start
De gas-meter agoin'....
You zee? you zee? De leetle fox,
He tink it is his monnay-box;
And ve? Ve not complain."

Doris

Miss Primcock came last Saturday,

As governess to Doris Grey,

Of whom you've heard before.

And on the Sunday, by some chance,

They heard in church the life-romance

Of Solomon... his score

Of seven hundred wives, and then

Three hundred something else. Well,

what did Doris hear?

She reached up to Miss Primcock's ear,

And whispered, very loud and clear,

"My! What a crowd in bed!"

Most of the really spicy ones are too long to reproduce here, but the reader will find some most enjoyable reading if he does not purchase this excellent little book.

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For Mr. Man!

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Messrs. LYEN BROTHERS, Hong Kong.

OUR WEEKLY SERMON

The Hellenic Contribution To Christianity MODERN CHURCHMAN'S VIEWS

[By R. B. Tollington, D.D., Canon of Chelmsford, Author of *Alexandria, etc.*]

(Continued from December 15.)

But undoubtedly, the change from Galilee has been great. Interest has shifted from conduct to belief. Instead of a kingdom of God very near and very real, we find abstract principles, a remote prospect of the beatific vision, and God so far exalted above sense and time that it is difficult to relate Him to His word. We have passed, as Hatch says, from a world of Syrian peasants to a world of Greek philosophers. The interest of the educated section of the Christian society was now for succeeding centuries centred in such subjects as the doctrine of the Logos, the relations of the first and second Persons in the Trinity, the procession of the Holy Spirit, astrology, human freedom, how to reconcile divine goodness with divine justice, how to interpret the Church's sacred books, how to answer the dualists, what to include, what to exclude, in a Canon or a Creed. Questions are followed up into their metaphysical implications. There is a passion for definition and for the formulation of doctrine. For thoughtful people there were few rival interests. Politics offered little scope. The area of science, as we understand the term, was very limited. Literature was decadent. Philosophy, outside the Church, had reached its term in Neo-platonism. So the educated world had leisure to be theological. If the Hebrew in large measure supplied the material, the method and criteria were purely Greek.

Influence of Hellenism

Such, in very general terms, was the character of the early influence of Hellenism upon the Christian Church. The Programme of our Conference describes it as a "contribution." Before we accept the term, there rises a prior question. Gain and loss are involved in every such amalgamation. Did the Church, on the whole, gain or lose by this assimilation? Did Christianity exploit Hellenism? Or did Hellenism capture Christianity?

It must probably be admitted that what we find in the New Testament is in the main religion, but that what we find in the age of the Fathers and the Councils is theology. It is their sense of this change which makes both Hatch and Harnack tell the story of its phases with a certain accent of regret. Hatch writes:

"It is possible to urge—he clearly states the view with sympathy—that Christianity, which grew on a soil wherein metaphysics never threw, which won its first victories over the world by the simple moral force of the Sermon on the Mount, and by the sublime influence of the life and death of Jesus Christ, may then, off Hellenism and be not the lesser, but rather stand out again before the world in the unclouded majesty of the Gospels."

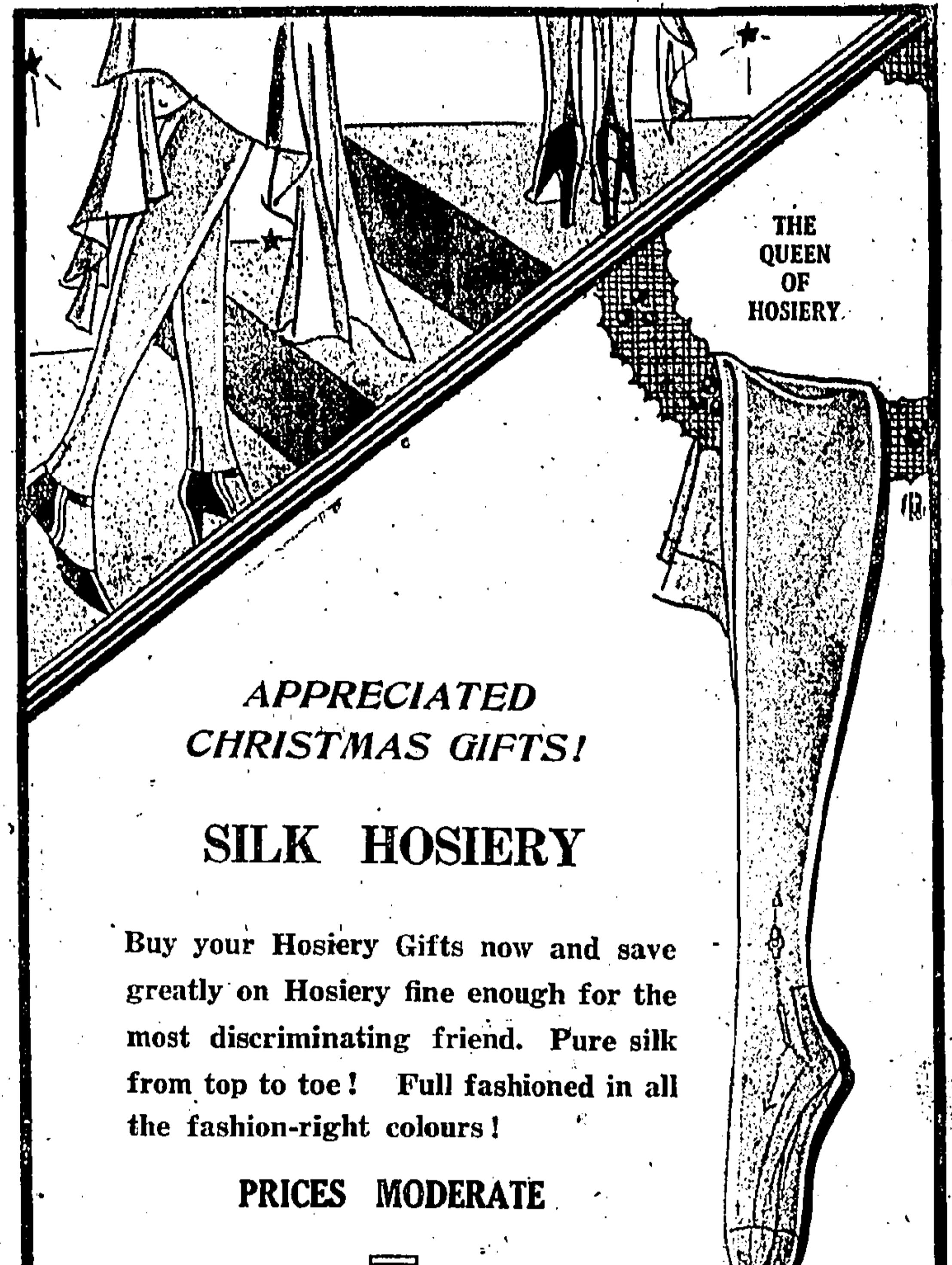
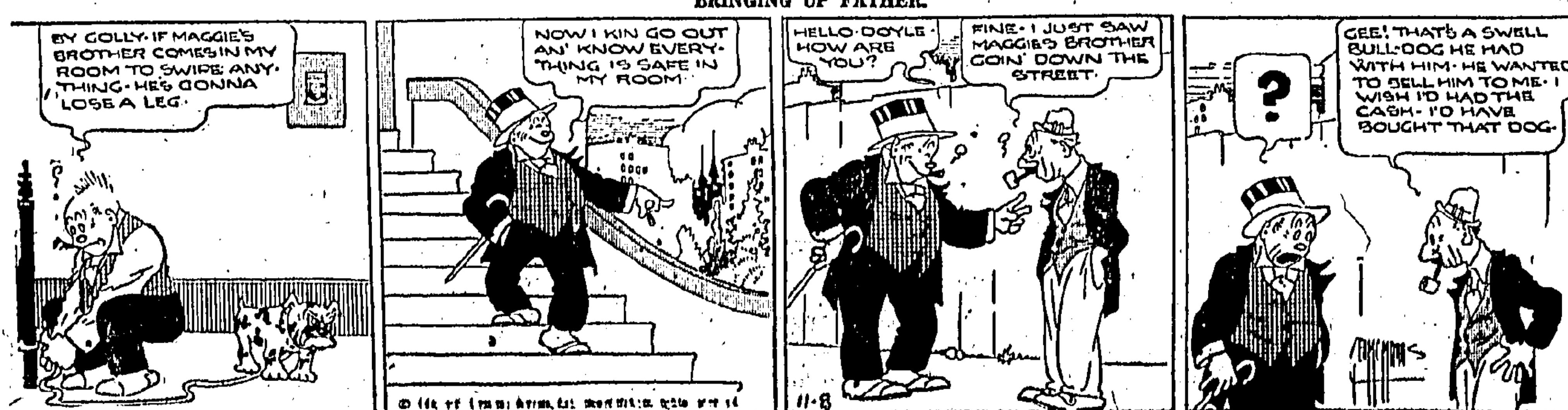
Original Enthusiasm

Harnack's position, if I rightly understand it, is more qualified. He admits the loss. The original enthusiasm of Christianity evaporated. The Church had to pay a high price for maintaining its position. "The union of the Christian religion with a definite historical phase of human knowledge and culture may be lamented in the interest of the Christian religion, which was thereby secularised." On the other hand, he allows that, the world being as it was, the gain predominates. We are not to regret this secularisation, as absolutely everything that we

RELIEFS FOR CHINA

It is officially announced that H.M.S. "Vindictive" will leave Home about the end of February with relief crews for British gunboats on the Yangtze River, and for H.M.S. "Tamar," "Petersfield," and "Iroquois."

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Christianity, most completely in the Gnostics, who abandoned history altogether. Even when Heraclitus deals with the narrative element in the Fourth Gospel, he cares nothing for the events; they are mere symbols, devoid of intrinsic interest, indicating abstract verities. The only history in which the Gnostics took any interest was the pre-mundane one, if such a contradiction in terms may be allowed. They taught, for example, a pre-mundane Fall, a theory seriously revived in recent Bampton Lectures, interesting, even if it be difficult of acceptance in our age of scientific evidence.

[To Be Continued]



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RUGBY MATCH

H.M.S. "Cornwall" Beat Hong Kong By 5 Points

"A GREAT GAME"

Fortunes fluctuated with a vengeance when the Hong Kong Football Club (rugby section) met H.M.S. "Cornwall" for the second time this season, at Happy Valley yesterday—the ground not being required for Saturday soccer after four o'clock—and the cruiser's XV repeated their victory in what was popularly voted to be one of the best games in Hong Kong for some considerable time, not even excluding the Hong Kong v. Shanghai Interport match last season.

"Cornwall" dominated the first half but the Club's sorties, after "lemons," were full of vim. One such succeeded but the sailors, roused by this reverse, took full toll of blunders on the part of the civilians, scored and took the lead, and then clinched the issue, ultimately winning by eight points to three. The teams in this veritable "needle" match were:

H.K.F.C. (rugger section):—R. J. Greve; L. Goldman, M. D. Scott, G. A. L. Plummer, G. P. Lammet; J. D. H. Hutchison, J. L. Bonnar; F. R. Burch, A. D. Stuttill, D. L. Milne-Day, T. Riddell, E. R. West, W. E. Peers, J. A. E. Kendrew, B. P. Massey (captain).

H.M.S. "Cornwall":—A. B. Webb, Mrs. Mackay, Mrs. Boylan, Midshipman, Buckley, Mishipman Biloc; Sto. Sayers, Sto. Davies; Sto. Roach, Ldg. Sto. Morgan, E.R.A. Lord, Midshipman Griffiths, Lt. Maclean (captain), A.B. Knott, Mrs. Smith, Lt. Archdale, R.M.

Referee:—H. L. F. Ewin.

A Soft Turf

A cross wind blew towards the covered stand and the ground was rather soft after the previous rain. The turf did not harden rapidly in the drying wind as has happened before, so that conditions were better than they were at the first meeting of these two teams.

Although Greve played a Trojan's game he was slightly at fault at an early stage and "Cornwall" missed a chance to score. Plummer relieved pressure by a fine kick to touch. Morgan was dangerous but Plummer proved the stumbling block, being hemmed in for nearly 10 minutes. The Club's movement, however, lacked cohesion.

Boylan shone in "Cornwall's" three-quarter line and made around. The second of two opportunities on the left saw Biloc in the limelight, but his effort came to naught.

Fine Touch Kick

Playing with his usual confidence, Lammet made a little headway. Then Goldman took a kick for Club but just failed. Just when the "Cornwall" pack was in full cry again, Goldman brought off a fine kick to touch. The same player was in the right place immediately afterwards to stop Buckley, who converted and gave "Cornwall" the lead.

Thanks to their forwards' superiority in the scrums, "Cornwall's" backs were getting most of the ball and they gave the Club defender an anxious time. The Club seldom threatened. When they did once, Webb gave a taste of his bite by very steady handling and kicking, the latter delighting the Naval spectators in the stand. When Goldman got going on the right, Webb showed sound positional play and saved by sending far up into touch.

The grand pace was maintained. No quarter was given but neither side offered any sacrifice of cleverness on the altar of belligerence, which made the game all the better and kept the standard of play very high.

"Cornwall's" attacks came in waves at this period and a score appeared imminent. A round of passing began in the centre and went to the right, where Mackay was brought down in the nick of time. A scrum followed, which prevented the Club's supporters from being able to sit down and then Lammet brought off a piece of great defensive work just before half time.

Result:—H.M.S. "Cornwall" (a goal and a try) 8 points, Hong Kong F.C. (a try) 3 points.

Opening Of Ricci Hall



The Rev. Father G. Byrne, S.J., on right, is shown speaking last Monday at the formal opening, by H.E. the Governor (Sir Cecil Clementi, K.C.M.G., who is in centre), of Ricci Hall, the new hotel at the University of Hong Kong, specially built to accommodate Roman Catholic students. Other pictures of the building and ceremony appeared in yesterday's "China Mail."

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WARWICK REVUE

Another Enjoyable Performance

capable and versatile. The dancing of Barbara Wenlo earned many encores from a moderate house (caused by the inclement weather). This outstanding item of the evening was a sketch entitled "Will it come to this?" Gladys Volle as the "Modern Mother" excelled, and the young people were well represented.

Enid Nicholson and Guy Lathom, Selwyn Driven delighted the audience with his "Humorous Planation," and also the "Illustrated serial writer." The whole programme is thoroughly recommended and every endeavour should be made to attend the Revue at the final performance.

MOTORISTS THIS IS YOUR PAGE



BEFORE THE HORSE AGE

Before the horse age a man's social and working radius was as far as he could walk. When the horse came it was extended to as far as he could ride or drive. The railway multiplied that distance, and the motorcar made it longer and larger. Now the airplane makes it limitless.

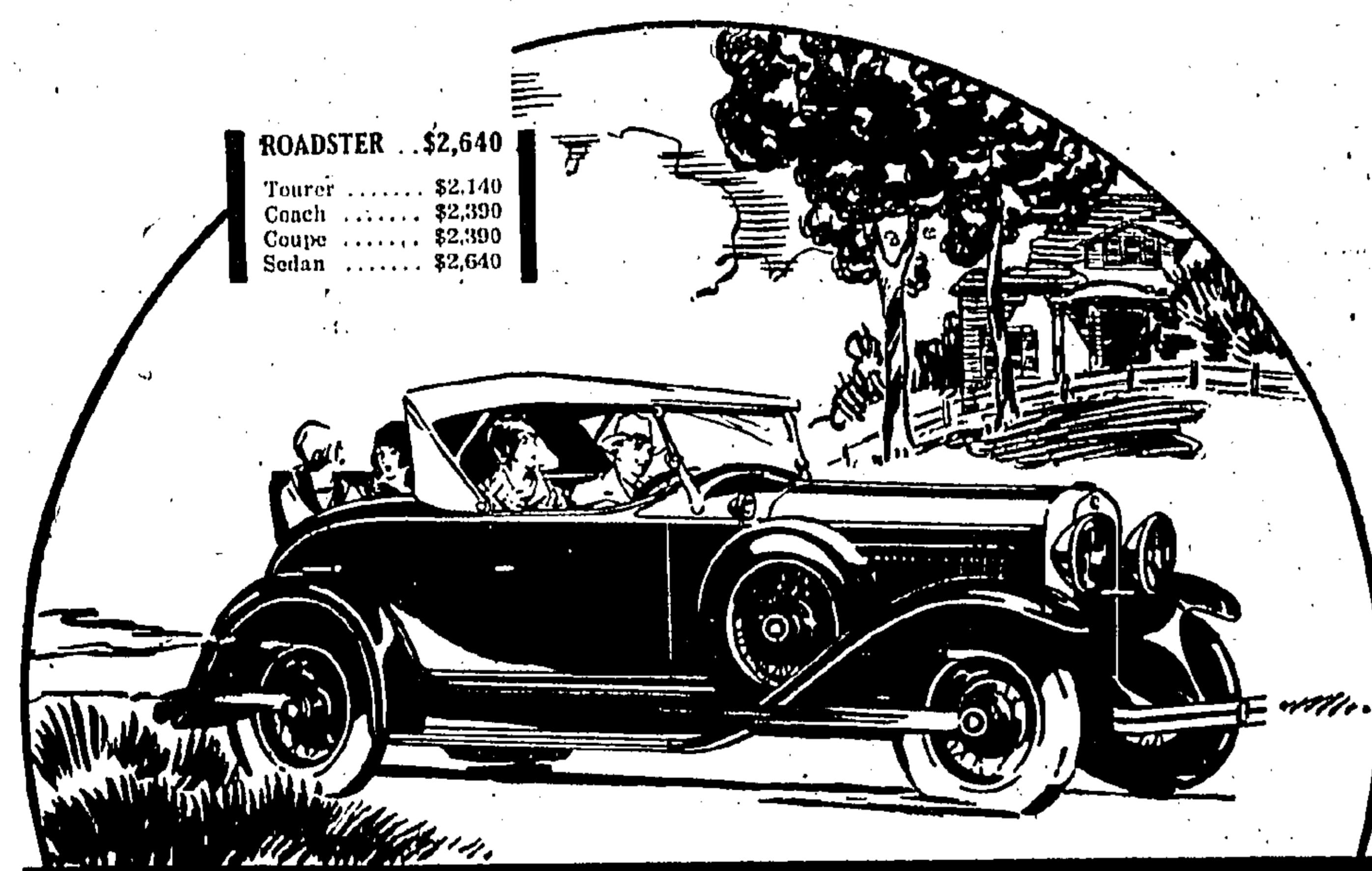
We owe our existence to harness oil—the first product manufactured by us. From harness oil we extended our operations to railway oil. From railway oil we extended to motorcar engine oil. And from motorcar engine oil we have advanced to airplane engine oil—a new type of lubricant for engines developing terrific speed.

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CAR EVOLUTION

Pride Of British Achievement

THE ANCIENT CHARIOTS

We call the following from "The Pride of Achievement," a short account of the Development of the motor manufacturing industry of Great Britain, written by Mr. H. Thornton Rutter and issued by the Society of Motor Manufacturers and Traders Limited:

According to Greek mythology, the chariot was invented by Erichthonius to conceal his feet which were those of a dragon. Hence the poet's declaration, "Seated in car, by him constructed first to hide his hideous feet."

Whether this was the truth in regard to this fourth King of Athens who was deformed in his lower limbs, matters not to us nowadays but due to his invention of the chariot and the manner of harnessing horses to draw it, he laid the foundation of a British industry.

The ancient Britons were famous for their chariots, and when Julius Caesar had conquered the country in B.C. 55 and during the Roman occupation for 500 years, the most prized present from the Roman in Britain to his friends at Rome was a British chariot.

Thus even 1930 years ago British cars were the best available. Today twenty centuries later, this reputation is being maintained.

High Reputation

As where does the modern chariot seek for the best car? Why in England, as any schoolboy can tell such enquirers.

Statistics of the period give the figure of 23,000 motors as running on British roads.

In 1907 the workers in motor factories in Great Britain were making 1,000 cars and commercial vehicles each month of that year and increased the total to 14,000 per annum in 1910.

Output of British Vehicles

It is estimated that there were 40,000 people engaged in the motor industry at that time. There were eighty car and commercial vehicle manufacturers, at this period in England, Scotland and Ireland although the last named had only one small factory in Belfast.

Out of these eighty British manufacturers of that day, thirty of the firms are still producing motors under the same titles. The remainder have either quit the business, amalgamated with other motor firms or reappeared under new names.

In 1911 the production of British motors increased to 10,000, the workpeople employed numbered 66,000 and British motors were steadily making their mark in the automobile world for their sturdy qualities.

The result was that in 1913 the public bought 44,000 cars and commercial motors from British factories and nearly 9,000 cars, buses, vehicles and chassis were sold abroad.

At that period Great Britain had proved to the world that "British was best" in motor carriages and heavy business vehicles for hard work.

The British heavy lorry especially, was making friends by its stout service in all parts of the world as well as in the home country.

Then came the Great War in 1914, when the whole resources of this young industry were placed at the disposal of the Country.

Mechanical transport, indeed, played an essential part in victory, even if the British lorry and the British tank could only be provided at the sacrifice of progress in design for the purposes of peace, and the inevitable strangling almost at birth, of an export trade to the Empire and the World.

The drain and strain of war and the achievements of the British industry during the War are sometimes forgotten.

Increased Employment

It is well that we should be reminded that time alone can remove the consequences, direct and indirect, of our part in the greatest struggle the World has ever seen.

Nevertheless our British motor makers never lost heart and in spite of all difficulties production increased from 44,000 in 1913 to 88,000 in 1923, employing 194,000 workpeople in the whole industry.

To-day it may be estimated that 250,000 men and women are engaged.

Directly in the manufacture of motors and probably yet another 250,000 in the many allied trades from which the manufacturer obtains his raw materials and accessories. Motor production has indeed become one of the greatest industries of the country.

British motor production jumped up to 132,000 vehicles in 1924 due to the production of popular priced models and from that date increased by 80,000 vehicles per annum until to-day it has reached over the 200,000 mark.

The whole world is indebted to Great Britain for first producing the pneumatic tyre. But for this invention, little progress could have been made in motor road transport as the solid rubber tyre could not fully absorb the road shocks caused by uneven surfaces travelled over by the vehicles.

The pneumatic tyre gave comfortable travelling as well as swifter moving vehicles.

Motorists to-day are apt to forget the debt they owe on this account to the pioneer tyre makers for this British invention.

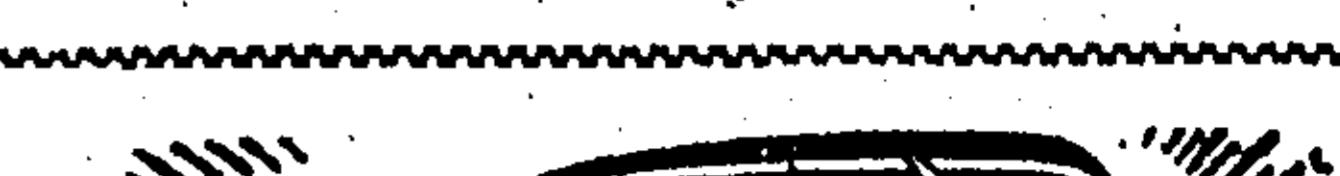
The experience gained in solving the various troubles in the early tyre production has placed Great Britain foremost in this important part of the equipment of the road motor.

One has only to refer to the existing world speed records, all made on British tyres, to realize their quality must be the highest grade to withstand such strains.

Improving the Vehicle

In the years from 1900 to 1912 the passengers and drivers of motor vehicles were none too well sheltered from inclement weather conditions in open cars, the then prevailing type of private carriage or in open "cabs" or the driver's front seats of commercial vehicles.

The windscreen was an "extra" in those days, and the motorist had also to buy such accessories as



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OCTOBER TRADE

A Record For The Pierce-Arrow

Pierce-Arrow officials have announced record October passenger car shipments, the figures showing considerably in excess of those of 1928. The substantial increases over all previous years which Pierce-Arrow has been showing since last January, are being maintained, the volume for 1929 to date being nearly double that of 1928.

The outlook for the continuation of good business is very favourable, according to company officials, the company carrying over into November with the largest total of unfilled orders in several months and over four times as many as were on the books a year ago.

In Britain better than in any other part of the world. Purchasers of motor vehicles should remember the important factor towards long life and economy of upkeep thus given to British motors.

Thirty years ago the designer of the horse-drawn vehicles had arrived at a very advanced stage in both craftsmanship and efficiency, whether the purpose of the coach-work was to convey my Lady Fayre to Court or goods from the factory to the railhead.

The advent of the motor driven vehicle astonished and confounded the coachbuilder, as he was asked to abandon much of his preconceived ideas and experience in order to provide suitable superstructures for the chassis.

The Growth In Output

Nevertheless instead of boldly denouncing the designer of the chassis for not taking into consideration the needs of elegance of line for body work, the carriage-designer accepted the changing conditions, by endeavouring to adopt dog-cart and landau styles of horse drawn carriages as suitable designs for placing on the mechanical chassis. Very crude and uncomfortable were those early motor carriages.

The commercial motor vehicles at that period were confined to a few chassis fitted with light covered van or open platform lorry bodies. Also in most instances the chassis was manufactured at one factory and the coachwork built at another.

Great delay was caused by want of co-ordination in production due to each business being in independent hands; either chassis were waiting for bodies or bodies were taking up valuable space in coach-builders' premises awaiting the arrival of the mechanical under-carriage.

(To Be Continued.)

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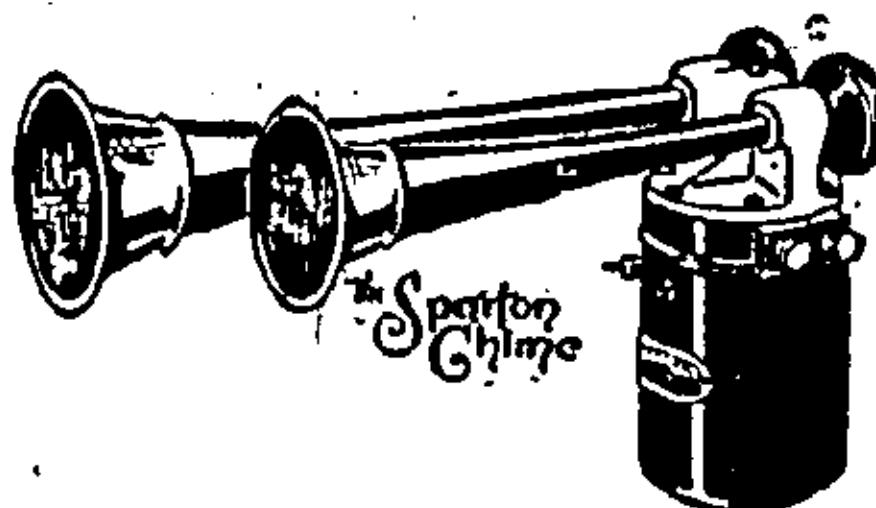
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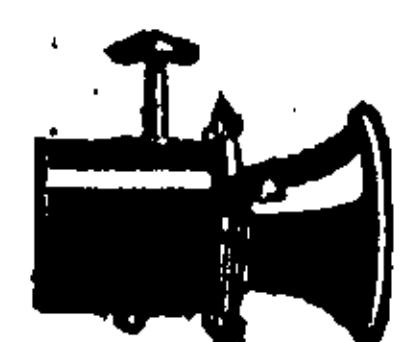
With graceful twin protectors in polished gleaming nickel. The true aristocrat of all motor car signals.



MODEL SOS DE LUXE



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The model M is a hand operated short bell type, especially designed for motorcycles. Finished in satin black baked enamel and equipped with clamp bracket for mounting to frame or handle bars!

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REFRIGERATION

Explanation Of The Science

The science of refrigeration, in its application to the preservation or storage of foodstuffs, furs and beverages, and the maintenance of constant atmospheric conditions in public buildings, as well as industrial plants, is of vital interest to-day. Although it chiefly involved the manufacture of ice, in its early development, the cooling of air or cold storage compartments by means of certain chemicals having refrigerating properties has assumed a decidedly prominent position in the course of our present-day mode of living.

Refrigeration, where it involves the cooling of air, is especially advantageous when sanitation or heating of water may develop problems.

Methods Involved

Refrigeration may be direct or indirect, according to the design and construction of the system, the products to be treated and the manner in which the refrigerant is handled.

Direct Refrigeration.—In such systems the refrigerant is used directly to cool the storage compartment or ice tanks by allowing it to expand in suitable coils located therein.

The Indirect Method.—Here, however, air or brine is subjected to preliminary cooling by circulation over expansion coils containing the refrigerant, in a separate compartment or room for this purpose. The medium thus cooled is then passed to the refrigerating rooms or storage compartments, wherein the temperature is to be reduced. This is the normal procedure in the operation of a cold storage system.

Principles of Operation

The phenomenon of refrigeration involves

(1) Expansion and evaporation of the refrigerant, whereby heat is absorbed from the surroundings and

(2) Compression and condensation, whereby this heat is in turn abstracted from the refrigerant and the latter converted to liquid form once again.

Refrigerating Elements

A number of chemicals are in commercial use to-day as refrigerants.

Anhydrous ammonia (NH_3), or ammonia free from water, is most commonly used. Under normal conditions this chemical occurs as a gas, but by either or both decreasing the temperature and increasing the pressure, it may be readily liquefied.

Other chemicals which are employed to a certain lesser extent are carbon dioxide (CO_2) ethyl and methyl chlorides, sulfur dioxide (SO_2), and certain hydrocarbons such as ethane, propane, iso-butane and butane.

Anhydrous Ammonia.—The handling of ammonia in the process of refrigeration can be made to involve either wet or dry compression.

Wet Compression.—This is attained either by the introduction of liquid ammonia directly into the compressor cylinder at the beginning of the compression stroke, or by operating so that somewhat more liquid ammonia than can be evaporated is passed into the refrigerator coils. Subsequently this liquid returns to the compressor with the balance of the refrigerant which has been vaporized, and is itself evaporated on the compression stroke by the heat of the compression. Its presence serves to effectively decrease compression temperatures and increase the volumetric efficiency of the machine.

The operator of a wet compression system, however, can never be certain that the excess liquid has become vaporized at the end of the suction stroke, regardless of the attention given to the machine.

Dry Compression.—Dry compression constitutes the passing of ammonia vapour alone into the compressor. It involves the same operating principles as wet compression with the exception that discharge temperatures are somewhat higher.

Carbon Dioxide

Refrigeration by means of carbon dioxide, or carbonic anhydride (CO_2) as it is also known, involves an arrangement of machinery and equipment much similar to an ammonia compression system, in fact, the essential difference (other than in regard to certain details of construction in view of the higher pressures involved) is in the cooling medium or refrigerant employed.

Carbon dioxide is non-explosive, odorous, non-combustible, a fire-extinguisher "and neutral" in its action upon foodstuffs, fabrics and other substances which may require cold storage. Normal leakage is, therefore, not general,

but harmful even though it may be more prevalent due to the higher pressures involved.

Carbon dioxide systems include both horizontal and vertical compressors, according to the type of service and refrigerating capacity involved.

Single and double acting compressors are in use, but due to the difficulty in maintaining tight stuffing boxes the single acting machine is often preferred. Frequently pressures as high as 1,000 pounds or more may be necessary; therefore it is evident that the system must be of exceptional rigidity.

Bthyl Chloride & Methyl Chloride

Ethyl and methyl chlorides are comparatively stable, non-poisonous, slightly inflammable chemicals, readily subject to low working pressures. They are practically neutral, chemically, and have no appreciable effect on the usual metals employed in machine construction.

Sulphur Dioxide

Where but a small amount of refrigerant is required the use of sulphur dioxide as the refrigerating medium is practicable. As a liquid, sulfur dioxide is colourless, but has a strong odour and can be readily detected. It is soluble in water, in which solution it is strongly acidic.

Hydrocarbon Refrigerants

Hydrocarbon refrigerants are also used to some extent, especially for household and retail business purposes. These chemicals have a distinct property in that lower temperatures are made possible by their application.

Products such asthane, butane, etc., are non-corrosive, chemically neutral towards water, relatively stable under ordinary conditions, non-poisonous, and can be handled in the same equipment as is required for ammonia. They are, however, inflammable in the presence of open flames.

Silica Gel

An extremely interesting factor in the development of refrigerator cars has been the adoption of Silica Gel as a cooling medium, using its vapour absorption ability.

In the operation of such a system no power is required; heat, however, is necessary to drive the absorbent refrigerating vapour from the Silica Gel. Compressed gas is continuous, involving absorption of the refrigerant to a point of saturation, followed by heating to drive off this vapour. The process of absorption of refrigerating vapour lowers the temperature of the refrigerant itself, due to evaporation.

How Refrigeration is Accomplished

The various types of refrigerating machines in more or less common use can be definitely grouped into two distinct classifications, according to the methods involved, i.e.:

(1) Where refrigeration is produced by the evaporation of some volatile liquid;

(2) Where refrigeration is effected by the compression cooling and expansion of air.

The first classification can be subdivided into three groups, according to whether the principles of (a) compression, (b) absorption, or (c) vacuum, are employed.

Refrigeration by Compression

The compression process is chiefly used to-day. Such a system includes a compressor, oil separator, condenser, expansion valve and an evaporator or refrigerator.

Compressors may be either single or double acting, according to the size of the installation and extent of refrigeration required.

In the compression process the refrigerant or cooling agent is recovered after each expansion by means of mechanical compression.

With certain variations in construction process is adaptable to such refrigerating agents as ammonia, carbon dioxide, methyl chloride, sulphur dioxide and certain hydrocarbons, etc.

In operation, the gaseous refrigerant in a compression system must be sufficiently compressed and cooled to convert it to liquid form.

Under compression alone, it will still remain as a gas due to the fact that the application of pressure raises the temperature above the liquefaction point. Some form of condenser must therefore be used.

Prior to condensation, however, the gas is usually passed through a suitable oil separator or trap in order to free it of any excess lubricant that may have gained entry into the compressor. From the oil separator the hot refrigerant passes to the cooling coils of the condenser, where its temperature is sufficiently lowered by means of air or cold circulating water to convert it to liquid form. It is then capable of serving as a cooling medium.

Cooling is brought about by passing it through an expansion or regulating valve to the expansion side of the system. Here, by virtue of a considerable drop in pressure it evaporates and takes up heat, returning thereafter to gaseous state once more. In so doing it cools down to a relatively low temperature, and as a result absorbs heat from the surroundings, whatever these may be. It is then returned to the compressor to complete the cycle again.

The third stage usually com-

pares the passing of the gaseous ammonia under its own pressure

into a suitable steam heated generator, freed from any water vapour in an analyzer, and liquefied by passage through a suitable con-

denser.

It is then ready for the second,

or refrigeration stage, being passed

to an evaporator or set of coil-

sides.

The fourth stage usually com-

pares the passing of the gaseous

ammonia under its own pres-

sure into a suitable steam heated

generator, freed from any water

vapour in an analyzer, and liquefied

by passage through a suitable con-

denser.

It is then ready for the second,

or refrigeration stage, being passed

to an evaporator or set of coil-

sides.

The fifth stage usually com-

pares the passing of the gaseous

ammonia under its own pres-

sure into a suitable steam heated

generator, freed from any water

vapour in an analyzer, and liquefied

by passage through a suitable con-

denser.

It is then ready for the second,

or refrigeration stage, being passed

to an evaporator or set of coil-

sides.

The sixth stage usually com-

pares the passing of the gaseous

ammonia under its own pres-

sure into a suitable steam heated

generator, freed from any water

vapour in an analyzer, and liquefied

by passage through a suitable con-

denser.

It is then ready for the second,

or refrigeration stage, being passed

to an evaporator or set of coil-

sides.

The seventh stage usually com-

pares the passing of the gaseous

ammonia under its own pres-

sure into a suitable steam heated

generator, freed from any water

vapour in an analyzer, and liquefied

by passage through a suitable con-

denser.

It is then ready for the second,

or refrigeration stage, being passed

to an evaporator or set of coil-

sides.

FEMININE TOUCH

Studebaker's Style Committee

The feminine influence, ever a factor in the purchase of a motor car, has become so strong in recent years that some of the more prominent among motor manufacturers are now retaining the services of feminine artists and designers to assist in specifying colours, finish and appointments.

Single and double acting compressors are in use, but due to the difficulty in maintaining tight stuffing boxes the single acting machine is often preferred. Frequently pressures as high as 1,000 pounds or more may be necessary; therefore it is evident that the system must be of exceptional rigidity.

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Ethyl and methyl chlorides are comparatively stable, non-poisonous, slightly inflammable chemicals, readily subject to low working pressures. They are practically neutral, chemically, and have no appreciable effect on the usual metals employed in machine construction.

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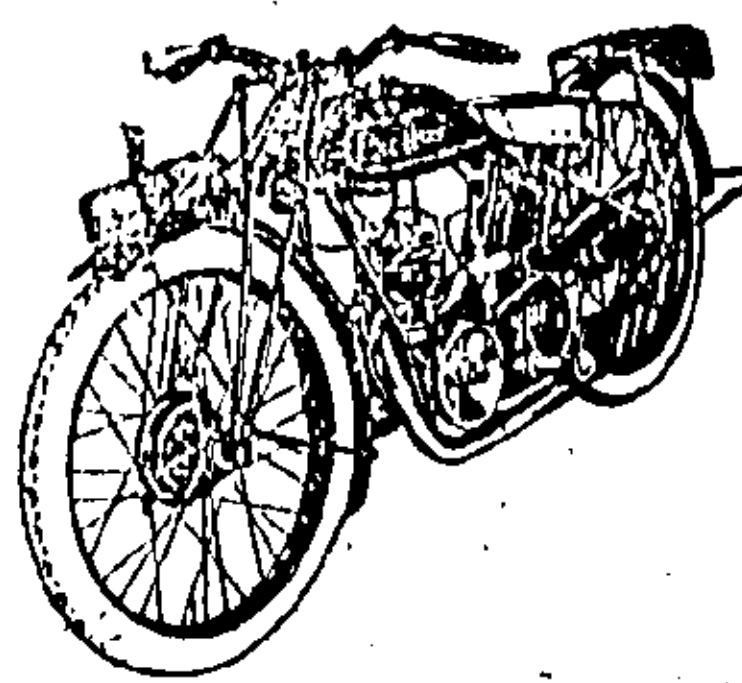
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Single and double acting compressors are in use, but due to the difficulty in maintaining tight stuffing

PRICES GREATLY REDUCED!

EXCELSIOR
MOTOR CYCLES

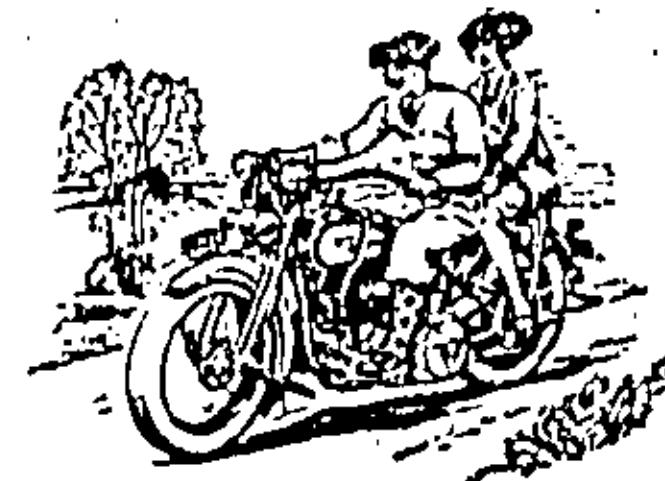
In order to give way for 1930 models which are coming, our stock of motor cycles have to go at greatly reduced prices.

Take The Advantage Right Away!

THE SINCERE CO., LTD.

SOLE AGENTS.

A GOOD CHRISTMAS GIFT

1930 HARLEY - DAVIDSON
NOW ON DISPLAY

THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1212 & K. 604. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

Mechanising the U.S. Army

The 34th United States Infantry is to be "motorised."

S.A.P. and B.S.A.

The South African Police Force now have 260 B.S.A. motor cycles in regular daily service.

Mass Destruction

Cars are being scrapped at the rate of thirty-five a day in a St. Louis (U.S.A.) salvage yard.

Up-to-Date Salesmanship

In the Madeira Islands the novel method of organising a lottery is adopted to sell used cars.

A strictly standard Studebaker 8-Cylinder Roadster, piloted by Glen Shultz, smashed all existing standard model records for America's hill classic by racing 12.4 miles to the summit of Pike's Peak in 21 minutes 43.2/6 seconds.

Sydney claims the world's record for having the largest number of Studebaker and Erskine cars in taxi service, according to advice from the Studebaker dealers there.

British Lorries in Australia

An Australian carrier has established a transport service from Sydney to Forbes, a distance of 300 miles, using British six-wheeled lorries which are fitted with sleeping bunks for the drivers.

A.E.C. New Managing Director
Mr. C. W. Reeve, who has recently been acting as Assistant to the Chairman of the Associated Equipment Company, has been elected to the Board and appointed Managing Director of the Company as from October 8, 1929.

A.E.C. Regent Buses
Following successful demonstrations it is good testimony to the fine qualities of the new A.E.C. Regent double-deck 50-62 seater bus, that many orders have been received from important operators and Municipalities. Orders for substantial fleets have been placed by the following Corporations:—Birmingham, Glasgow, Nottingham, Chester, Newcastle, Halifax.

HIGHER SPEEDS
In Commercial Vehicles
Of To-day

There has been a marked tendency in recent years to higher speeds in all classes of motor vehicles, and even though this may result in a shorter life, it is probably sound, as tending to encourage traffic flow, and in the case of commercial vehicles, to reduce the time between receipt and delivery of goods or passengers. A shorter life is, however, by no means a necessary corollary of higher speeds, but this point is, perhaps, best discussed in connection with design. Two other important recent developments in commercial vehicle design, both to some extent associated with the question of increased speed, are the initiation of long-distance passenger services, and the marked extension in the employment of rigid six-wheeled vehicles. All these developments, were, however, in being at the time of the last Commercial Vehicle Exhibition, held two years ago, and, although a forward tendency has since been in evidence in each of the three directions mentioned, a superficial examination of the latest models would suggest that there has been no marked development in chassis design in the intervening period.

Lorry Chassis Specification

It would be an interesting, and by no means difficult, occupation to draw up a specification for a lorry chassis, say, in the 30-cwt. class, which could be applied impartially to a large number of different makes, with slight modifications in the cylinder bore and stroke, and perhaps, in the overall chassis dimensions. Further, it would probably be found that this specification could be equally applied to models shown at the 1927 exhibition. At first sight, this would suggest that design was stationary, but such a specification would only include the general layout, and not the minor details. Except in the case of an exceptional development, such as the rigid-six wheeler, it is, however, in the variation of minor details that design progresses, and it is also in this respect that the model of one maker usually differs from that of another.

Object of Designer

So far as commercial-vehicle design is concerned, the object of the

designer is to secure the highest ratio between useful load and total weight, while paying due consideration to such questions as reliability, ease of overhaul, first cost, and so on, and it is precisely because no two designers or purchasers can agree on the relative importance to be attached to each of these factors, that a number of alternative designs in the same class are available. Increased speed has been secured by raising the power-weight ratio, and it may be said that, in general, this has been done without reducing the useful life of the vehicle, basing the useful life on mileage and not on age in years. A higher power-weight ratio may be secured either by increasing the power of the engine without increasing its weight, or by reducing loadweight at various points on the vehicle without reduction in strength. Progress in both directions has fortunately been rendered possible by advances in the metallurgy of both steel and aluminium alloys, and while taking advantage of this factor, designers have also cut down useless weight by devoting more attention to the design of individual parts. As a result, the latest models, while apparently bearing a close resemblance to their predecessors, are capable of an appreciably higher performance, and generally represent better value for money.—"Engineering".

LICENCE NEVER RENEWED

Ten years ago a certain country gentleman bought a car. He duly took out a driving licence and soon made quite a hobby of motoring about to the surrounding villages. He was a careful driver, and, until recently, had never been asked to show his licence.

The other day, however, he was stopped by a policeman and required to produce the document in question. Having examined it, the constable looked suspiciously at the driver, who did not appear on a least disconcerted.

"But this is dated 1919, sir," he said.

"Yes, that's right. That's when I took it out," cheerfully replied its owner. It then transpired that this gullible motorist was under the impression that a driving licence remained valid during the lifetime of the car!

Happily—so obviously genuine were his protestations of innocence and regret—the resulting fine was not a heavy one!

LONDON'S EDIBLES

Bringing Them To Market

To stand in Covent Garden Market between the hours of midnight and 6 a.m., and see the hundreds of tons of country produce which is nightly brought in from all points of the provincial compass, is the only possible means of realising how dependent are Londoners upon motor transport for their daily supply of vegetables.

To-day, the carrying of potatoes, cauliflowers, cabbages, beans, etc., from fields as far distant as Yorkshire in the North and Devon in the West, to the metropolitan markets, is one of the most important branches of road transport; yet because it is a business of the night hours, only those engaged in it realise its magnitude and the heavy responsibility which devolves upon the operators and drivers of commercial vehicles undertaking this class of work.

Vegetables, if their producers' are to realise a profit on them must be landed, transported and sold within the very minimum of time. Since the "eatable" life of many forms of market garden produce is so short, it needs only a moment's thought to realise that even a small failure in the transport system may mean the disposal of a load at a sacrificial figure.

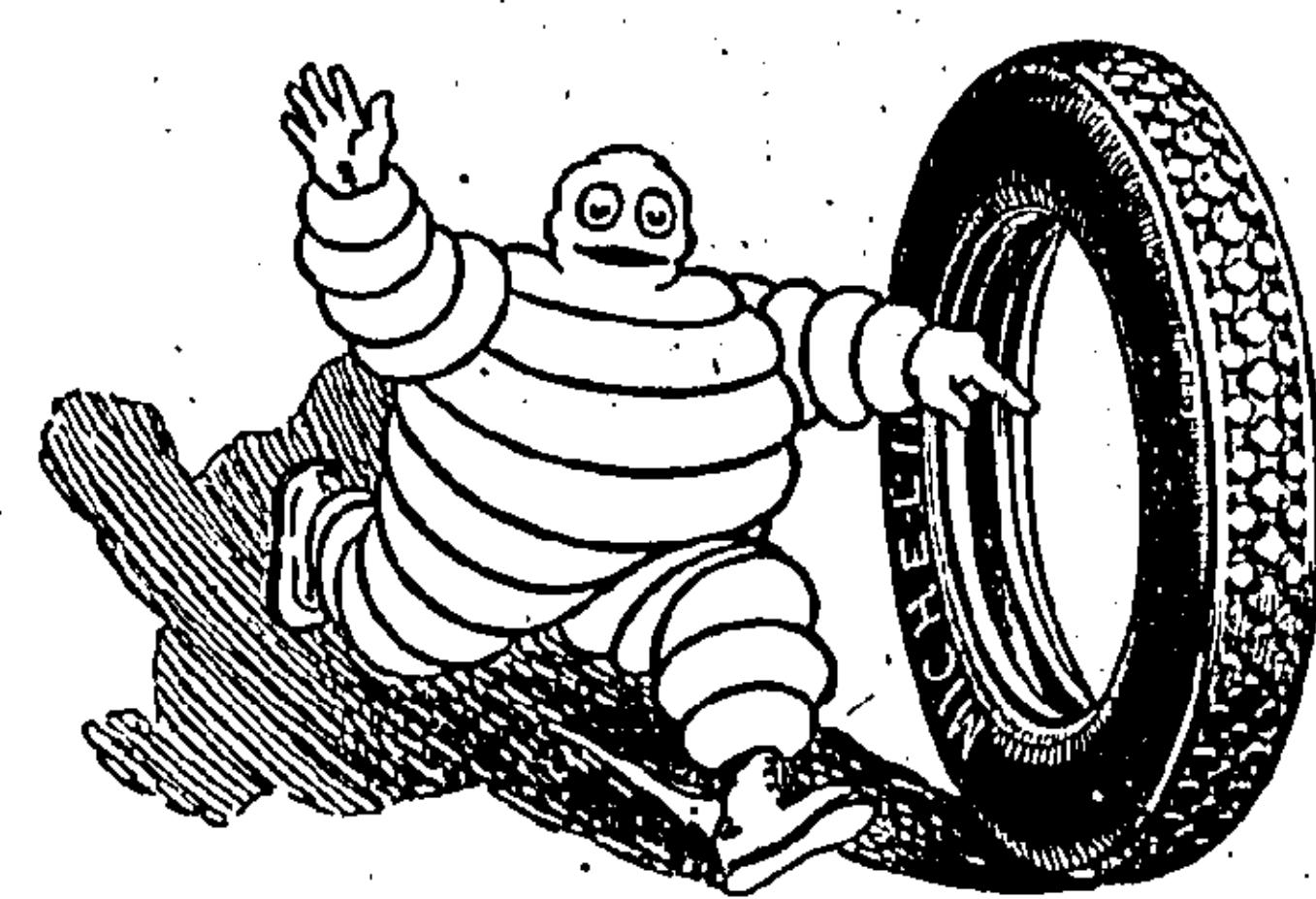
It follows, then, that firms and vehicles engaged in this vital arm of modern transport must have a reputation for reliability which is borne out day and night by actual performance.

In this connection the firm of J. Deamer & Son, Hitchin, comes to mind as a transport business which has risen to a position of enviable importance in Hertfordshire because of its year in and year out regular running between the Home Counties and Covent Garden, and its policy of always retaining the confidence of its customers, even when such action involves sacrificing all or part of the profit on a particular job.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 8A, Wyndham Street or 'Phone C. 4641.

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FOR NON SKIDDING
AND DURABILITY

A. GOEKE & CO., DISTRIBUTORS.

China Building (4th Floor), Tel. C. 2221.

FIAT GARAGE DEPOT.

67, Des Voeux Road C. Tel. C. 4821.

AUTO
ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts,
Batteries,
etc., etc.

Electric
Accessories,
etc., etc.

Interesting British Figures

Over 65 per cent of all cars registered in Great Britain are less than 14 horse-power, according to an analysis made by the Society of Motor Manufacturers and Traders of London for the year 1928. Of all the cars in use 26 per cent have 12 h.p. engines, the next largest class being the 14 h.p. cars which constitute 12.6 per cent of the total number. Nearly two per cent of all cars are seven h.p. or less. Cars in Britain have a heavy horsepower tax.

Three-Wheel Record

A notable achievement was recently accomplished by a British woman motorist, Mr. Stewart, who, driving a Dunlop shod Morgan three-wheeled machine at the Montlhery speedway, near Paris, covered 101.55 miles in the hour.

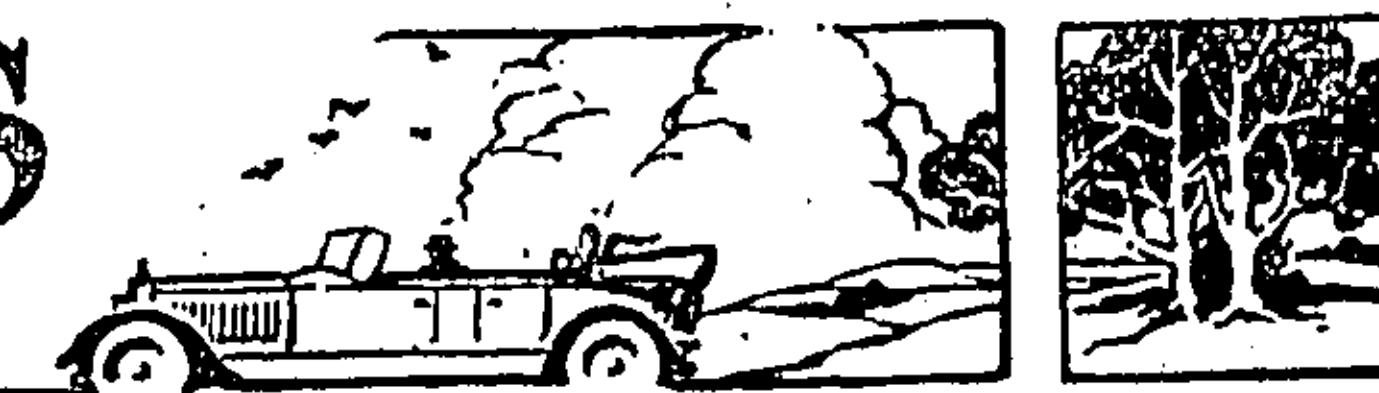
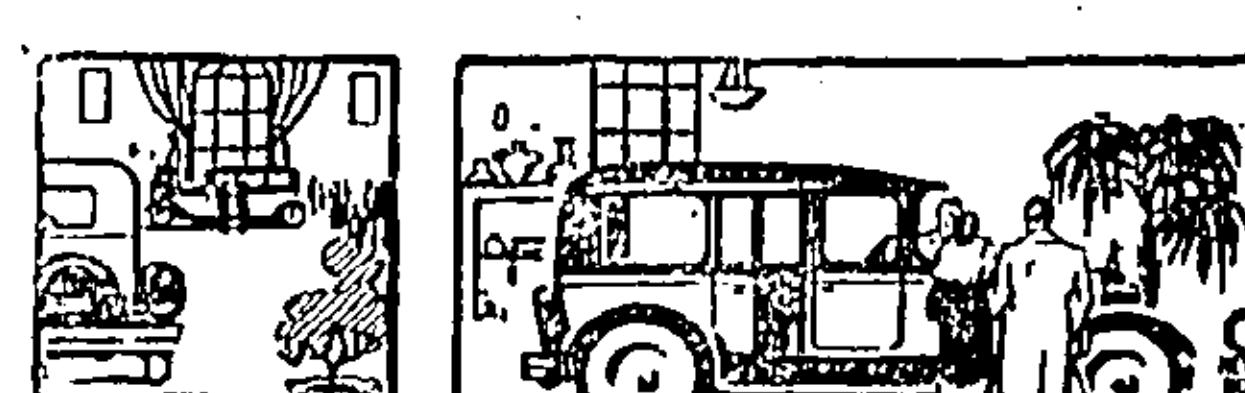
This is the first time in the history of motoring that a woman has accomplished this feat. In 1913, Mr. Percy Lambert, driving a 25 h.p. Talbot at Brooklands, was the first motorist to cover 100 miles in 60 minutes his actual distance being 103.4 miles. The present world's hour record stands to the credit of M. Marchand, France, who, in May, 1927, driving a Dunlop shod Volpin car covered a distance of 128.86 miles.

Replacing Valve Guides

Most valve guides are a push-fit in cylinder heads, and usually to replace them, in order to get the guide out of the head, a few light taps with a hammer and a soft metal drift will remove them, but care should be taken to avoid hitting the cylinder head. However, if the guides are a tight fit, this procedure should be followed: Pass a long bolt through from the inside of the head, with the head of the bolt resting on the tapered portion of the valve guide. Next slip a short length of steel tubing over the external portion of the guide, allowing about half an inch of the threaded portion of the bolt to protrude. It pays much for the dependability and efficiency of the modern car when a woman can travel such great distances without either mechanical trouble, or having to replace any of the original equipment of Dunlop tyres.

Wheel Alignment

One of the most unsatisfactory situations in car ownership is the adjustment that refuses to stay put, and front wheel alignment frequently falls into this category. Why? That is a question that puzzles many an owner, yet the explanation is simple enough when one takes into account the matter of wear on the wheel bearings, the connections of the tie rod and particularly the king pins and their bushings. Even though the wheels may be adjusted for proper alignment actual use of the car over various kinds of roads changes the situation. The alignment for instance, may be correct for a straight ahead movement of the car but wrong for turns. The action of the brakes will also tend to throw wheels off of line assembly out of line.

MOTOR NEWS
from Road & Showroom

A Dirty Trick

Because answers to questions had been written in code on their finger nails, all applicants for automobile drivers' licences in Ventura, Calif., must now wash their hands before undergoing the examination.

Throw Out Clutch

Now that cooler days are coming it is well to remember that the battery is going to be called upon for extra service in starting the motor, remarks L. G. Evans, general service manager for the National Automobile Club. The cold grease in the transmission supplies an added drag on the battery, which may be eliminated by throwing out the clutch before stepping on the starter button.

Get Spark Plugs Clean

Cleaning an oily spark plug can be accomplished quickly if the plug is inverted and filled with gasoline, lighting the gasoline and allowing it to burn off, according to the free emergency road service of the California State Automobile Association. The heat created causes the oil to dry and has carbon and oil residue can then be scraped off.

Lord Byng's Mascot

The few people who are let into the secret know when they see an exquisite dragon-fly glowing from the roof of a car that the Commissioner of Police is not far away. This is the method Lord Byng uses to identify his own car among a host of others. Until recently he had a little lamp on the roof of his car which lit up the letters "B. of V."

Quick Change

Lord Byng was one of the first people, however, to fall victim to the new craze for Lalique's motor mascot, each of which is a perfect little work of art. He chose the dragonfly with its wonderful suggestion of flight. By changing a little disc colour for the evening to one of five shades—green, yellow, purple, and two tones of red—another aid to identification.

Dent in Mudguard

A slight dent in a mudguard may be remedied without damage to the paint with a little care. Two wooden blocks should be obtained, one shaped to the curve of the under part of the mudguard at the dent and the other curved to the contour of the upper surface of the mudguard. While the one block is held under the dent the other is held above it, and hit with a hammer until the dent is smoothed out. It may be well to heat the under side of the mudguard with a blow torch to prevent the paint cracking. The heat should not be too great or the paint will be burned.

Cranking the Car

An occasion sometimes arises when it is necessary to crank the engine by hand, and should this situation occur, set the spark as far advanced as possible. An additional hint is to pull up on the hand crank instead of pushing down on it. It is easier to let up the handle when pulling up should the engine back-fire. Never hook the thumb around the handle, but arrange it to be placed in the same manner as the fingers.

Blinding Brakes

Many motorists never realise that a slight failing off in power in their cars is often caused by the brakes blinding. This binding may be almost unnoticed, and in the case of wire-wheeled cars the heat generated is radiated from the drums so rapidly that it is hardly perceptible. In the case of cars with disc wheels, however, this heat is not so easily dissipated and the drums will get good deal warmer. If there is any suggestion of failing off in power, the wheels should be jacked up and carefully tested for binding. In the case of front-wheel brakes, it is often advisable to jack up the whole of the front axle and test the brakes when the wheels are on lock. It will often be found that there is a slight binding when they are turned over in one direction or the other. This usually means that there is insufficient lubrication of the universal joints for the brake gear.

Repainting the Car

Why not refurbish the old car? It always is surprising what a little paint will do to restore beauty especially the kind of finishes that can be applied by the car owner himself. The simple way to discover this fact is to apply one of the brushing or spray lacquers to the wheels and fenders. Going a step farther, and giving the top a special dressing adds that much to the total good result.

Cars a La Mode

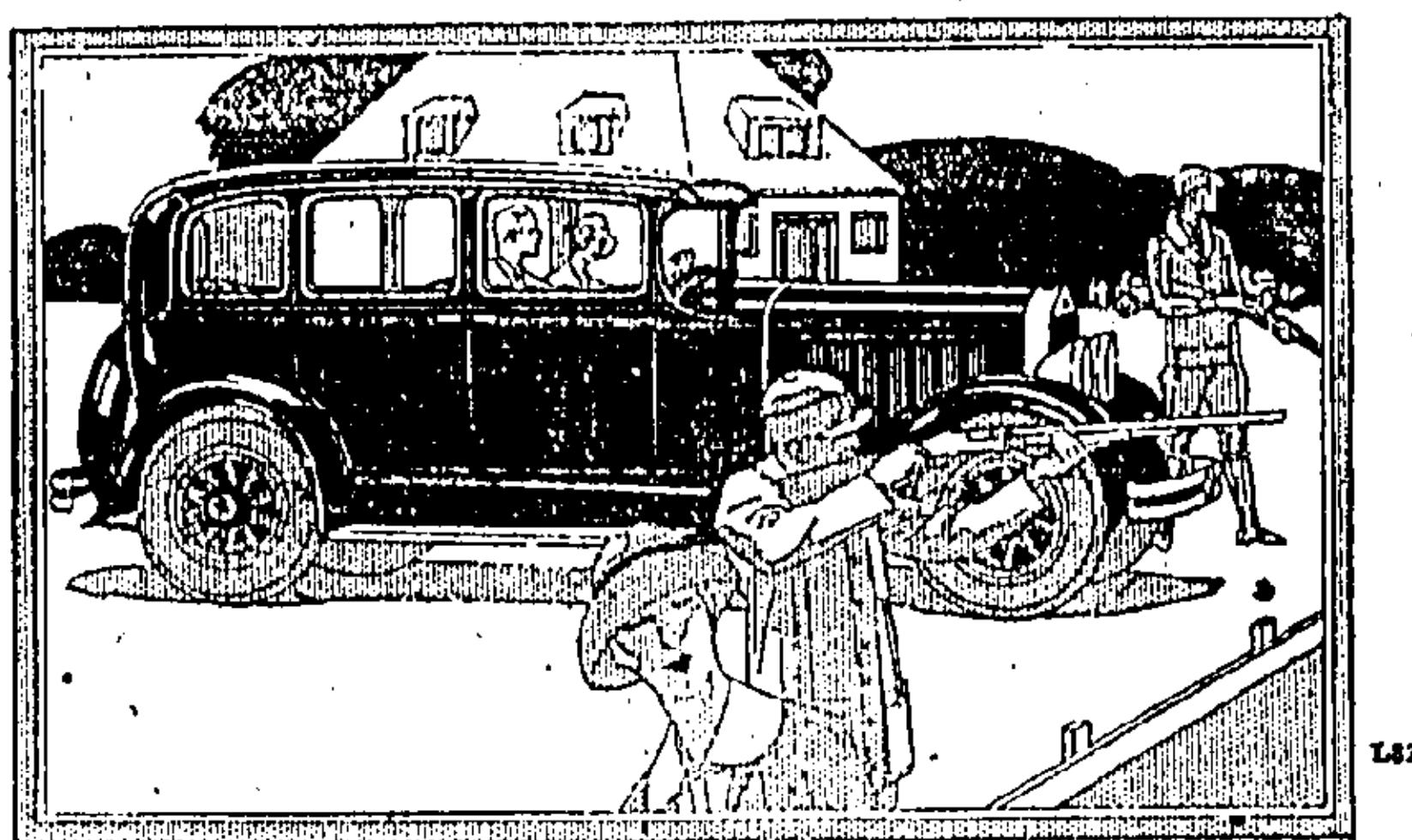
Apparently, more cloths are being used in the upholstery of cars, at least this was noticeable at a recent exhibition, where few enamelled leathers were to be seen. Instead, cloths were used, or leathers dyed to look like cloth. On the other hand, the exteriors were nearly all shiny; that dull, matt effect is not popular. Red, and dark wine shade, seem to be favourites with car owners. Black, with red mouldings, expresses the latest in car-leaving, and this goes well with silver fittings.

Women and Cars

What a difference the automobile of to-day makes in the life of women, who have social, business, professional, or charitable activities to carry through. A decade back, women's activities, particularly where much travel was entailed, were greatly restricted and limited in operation.

To-day a woman can achieve in a few weeks what a few years ago was practically impossible in as many months. A striking illustration of the benefits conferred by the use of the motor car was recently brought under the notice of the Dunlop Pneumatic Co. Miss Edith Kelly of the Mission of St. James and St. John in the execution of her mission work has, by the aid of Morris Cowley, been enabled to visit over 10,000 homes in Gippsland (Victoria), all told, covering a distance of over 80,000 miles—some of it over the roughest roads. It pays much for the dependability and efficiency of the modern car when a woman can travel such great distances without either mechanical trouble, or having to replace any of the original equipment of Dunlop tyres.

Lowest priced STUDEBAKER SEDAN ever offered!



STUDEBAKER'S NEW DIRECTOR SIX SEDAN—115-inch wheelbase.

Hydraulic shock absorbers, standard equipment.

HIS luxurious new Director Six sedan is the lowest-priced Studebaker enclosed model ever offered. Even casual inspection will disclose the extra value made possible by Studebaker's huge plant facilities—and the high quality assured by standards maintained for 77 years.

Swung low on its chassis of 115-inch wheelbase, this new five-seater Director is powered with an economical six-cylinder engine developing 68-horsepower.

Price Range from G.\$1,135 to G.\$3,000.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central

Tel. Central 4759.



You may be able to buy cheaper tyres than FISK, but you can't buy good tyre service for less money.

FISK—whose range includes a tyre for every car and truck—is a genuine bargain from rim to road. They deliver more MILEAGE than you have a right to expect at their prices, and no matter what you pay you are sure to get your full money's worth in dependable service and—this is important—

EXCESS MILEAGE!

— OBTAINABLE AT ALL GARAGES UPON REQUEST. —

Sole Distributors:

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4A, Des Voeux Road C. Tel. C.290.

ROAD TRAFFIC**Problem in Britain
Discussed**

The recent decision of the Government to proceed with the Road Bill at an early date will undoubtedly meet with very wide approval. Probably the most controversial question involved in this measure is that of abolishing, or raising, the existing speed limits, but it is unlikely that new light will be cast on this question by further delay. It is clear that the opinion of motorists as a whole is in favour of the complete abolition of the limits, but, on the other hand, there appears to be a relatively large number of people who are strongly opposed to any alteration of the law in this respect. For instance, a Pedestrian's Association has recently been formed, amongst whose objects, if correctly reported, is the retention of the existing limits. We suppose, but you may well be surprised,

to retain them as a dead letter, and, certainly not implemented by a feeling of resentment, such as exists at present, against the regulations.

As only some 2 per cent. of the population are motor owners, it is not surprising that the Daily Press is inclined to treat this question from the point of view of the pedestrian. In the current issue of that admirable statistical publication, "The Motor Industry of Great Britain," published by the Society of Motor Manufacturers and Traders, it is stated that the number of accidents due to motor vehicles in 1928 was 6,223 fatal and 100,763 non-fatal. These figures are appalling, but we cannot agree with the Society in their statement that the rapid increase in motor traffic has inevitably led to an increase in street accidents (the latter are ours). This rapid increase is not in any sense inevitable, but it is largely due to the entirely inadequate regulations governing motor traffic, to which we have already referred.—"Engineering."

**BUS AND LORRY
Features Of British Manufacture**

It may be said with some confidence that the Commercial Motor Transport Exhibition, which opened at Olympia on November 7, is of more interest from an engineering standpoint than the recent Motor Show. Touring cars are decidedly more standardized than commercial vehicles, and the average purchaser of the former attaches at least as much importance to the body work as to the chassis. Commercial vehicles, on the other hand, are largely purchased under the advice of engineers with a wide experience of road work, who are usually quite capable of giving due weight to the relative merits of different chassis for particular requirements. As a consequence, the representatives of the different firms exhibiting at the Commercial Exhibition are usually fully competent to discuss their products from a technical aspect, and a further feature tending to increase the interest in this exhibition is that a number of special-purpose vehicles are on show. Many new models of both the four and six-wheeled types are on view, but the difference between these and earlier models will frequently be found to be comparatively small, and more in the nature of detail improvements than radical changes in design. At least four of the firms exhibiting, however, have only recently commenced commercial vehicle manufacture, although three of them have previously had a wide experience in either touring car or motor-cycle production. As these firms are thus free from previous traditions in commercial-vehicle design, and have been able to view the problems involved from a detached standpoint, their products are likely to attract particular attention.

The Bodywork
Although somewhat outside our scope, a word may perhaps be justifiable regarding body-work. The development of long-distance coach services has created a demand for really comfortable passenger accommodation, and whether as a reflection from this, or because improvements in the chassis have served to direct attention to defects in the seating accommodation, short-distance buses have also been much improved in this respect. On the other hand, modern design favours a minimum overall height, and in the case of buses having covered top decks, there is a tendency to reduce unduly the head room on the upper deck, with the result that passengers are obliged to stoop when using the gangway. Another common defect is that the stairway is unprotected from the weather, and finally, there appears to be no sound reason why both driver and conductor should not also be fully protected.

The Rigid Six-Wheeler
When the rigid six-wheeled vehicle was first placed on the market it met with considerable prejudice, and it was freely suggested that it would be in little demand in Britain. The six-wheeler has, however, almost become a common-place on our roads, and its use is by no means confined to the heaviest loads, for which it was primarily introduced. Practically all the leading makers of commercial vehicles now market one or more models of the six-wheeled type, whether steam or petrol driven, and it is satisfactory to be able to record that British manufacturers have been able to secure a leading position abroad for this class of vehicle.—"Engineering."

COACHWORK**More Attention From
Manufacturers**

Motor car manufacturers are giving more attention to coachwork than ever before. This is apparent in the new models now being displayed. Never before in the history of the automobile industry has such superb luxury and matchless comfort been built into motor car coachwork.

This decided trend is exemplified in the new Special De Luxe models recently introduced by Pierce-Arrow as additions to the company's line of Straight-Eights.

The graceful body lines and distinctive colourings of Pierce-Arrow's new Special De Luxe models are further enhanced by the smart interior equipment. The cushioning resembles in appearance that of a cigar-chair. The front of broadcloth, exquisitely tailored, is used. Velvet car-pats padded with a thick layer of resilient oasis and lined with duck provide rich floor coverings. Individual hats replace the customary foot rail. Tiffany-like fittings, vanity cases and lighters add to the luxury of the settings.

**"RIDING" IMPROVED
Comfort At A Low Cost**

An entirely new viewpoint regarding the riding qualities of automobiles has been adopted by the public. Not only have the larger cars been improved to an exceptional degree, but cars in the lower-priced classes are expected also to perform excellently from a riding standpoint.

When announcement was made last year that the lowest-priced four-cylinder car on the American market would be fitted with hydraulic shock absorbers as standard equipment, it marked the opening of a new era as far as the riding qualities of the low-priced car were concerned.

This does not mean that this car was the only one in the low-priced car field to be shock-absorber equipped, but the fact that this particular manufacturer used easy riding as one of the selling points on his car instead of merely talking about cheap transportation, was a very good indication that the public no longer was content with merely being dragged about by a twenty-horse power motor. Balloon tyres and shock absorbers were and are expected, no matter what price is paid for the car.

There is no doubt but that we shall continue to improve spring suspension and riding qualities; a big stride already has been made during the year of 1928 and 1929. It has been the history of automobile development that as soon as you give the public advantages along certain lines, the demand for still further improvements along those same lines always results. This is, and will be, unfailingly the case with better riding. The public is getting a taste of real riding quality in all price classes, and the demand for better and still better will spur on engineering development in spring suspension and shock absorbers in just the same way that the demand for better acceleration and economy was responsible for high-compression engines and high-turbulence combustion chambers.

Another point that must be remembered is that speeds are much higher now than ever before. The running time between towns in the open country is forever being cut as roads get better. A hard-riding car becomes more hard riding as the speed goes up. This is naturally the case as the impact due to any given obstacle in the road goes up with the square of the speed. For instance, if a stone were struck while the car is travelling forty miles per hour, the impact would be four times as great as if the same stone were struck going twenty miles per hour.

**"RIDING" IMPROVED
Comfort At A Low Cost**

An entirely new viewpoint regarding the riding qualities of automobiles has been adopted by the public. Not only have the larger cars been improved to an exceptional degree, but cars in the lower-priced classes are expected also to perform excellently from a riding standpoint.

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ISIS SIX**The New Morris Car**

The new "Isis Six" produced by Morris Motors has arrived in Shanghai, one model now being on exhibition at the Auto-Castle. A "North-China Daily News" representative was recently given an opportunity to examine it thoroughly and to drive it for some distance, and found that it was a remarkably fine job throughout.

The body-work is of pressed steel, eliminating many of the troubles incident to other types, and graceful lines have been achieved. These, in conjunction with chromium plating, make the car most attractive in appearance. Glass is of the Triplex variety throughout, as standardised on all the 1930 Morris cars.

In traffic the car handled beautifully. Top-gear was used without the slightest feeling of distress from the engine practically all the way down. Bubbling Well and Nanking Roads, and it was only on very rare occasions that it was found necessary to use the brake, despite the fact that there was quite a fair stream of cars. The get-away was good, although the car is now and therefore running a little on the stiff side.

The local price is somewhere in the neighbourhood of \$4,400 (price in Britain £375), and for those who like a good-looking British car with fine performance this is an excellent choice.

Features of particular interest to the Shanghai buyer and those throughout China, lay in the New Morris Cowley Saloon ("Folding Head") seen for the first time in Shanghai; all Cowley models have adjustable front seats, Triplex glass and Chromium plating.

Of particular interest is the new Morris Minor, touring, it has adjustable front seats, complete all-weather equipment, Triplex glass windscreens and is finished in Chromium plating.

BUYERS' GUIDE**MOTOR CARS**

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BEAN.—Lane, Crawford, Ltd.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nel Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHANDLER.—The Asiatic American Co., 11, Queen's Road East. Tel. C. 576.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

CLYNO.—Lane, Crawford, Ltd.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 564.

ESSEX.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Gooke & Co., China Building. C.2221.

FORD.—Wallace Harper & Co., Ltd.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

HILLMAN.—Lane, Crawford, Ltd.

HUDSON.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.

HUMBER.—Lane, Crawford, Ltd.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nel Chung Road, Happy Valley. C.1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street. Tel. C. 244.

BEAN.—Lane, Crawford, Ltd.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

FEDERAL TRUCKS.—The China Motor Supply Co. 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.

FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Gooke & Co., China Building. C.2221.

FORD TRUCK.—Wallace Harper & Co., Ltd.

FORDSON TRACTOR.—Wallace Harper & Co., Ltd.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nel Chung Road. Happy Valley. C.1247.

GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Gooke & Co., China Building. C.2221.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

HARLEY-DAVIDSON.—Garcon Motor Co., 2, Kwong Wah Road, Kowloon. C.1242.

HUMBER.—Lane, Crawford, Ltd.

MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.

NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-

SUNDAY, DECEMBER 22, 1929.

THE HONG KONG SUNDAY HERALD.

SLOW DRIVER
Big Menace To Traffic

With authorities endeavouring to relieve the growing traffic congestion in every town and city, experts generally are emphasizing the importance of quick pick-up and getaway in automobiles as a factor in clearing traffic.

Engineers of the Willys-Overland Company, who have studied the traffic problem and endeavoured to build automobiles to meet it, declare that the ease of handling the Whippet four and six-cylindered cars in heavy traffic is due largely to the quick getaway of those cars from a standing start. These cars also can be brought to an instant stop due to the powerful braking system on four wheels, they added.

Facility and comfort in the handling of other Whippet model in traffic also is aided by ease of steering. This has been made possible by the use of an entirely new steering gear which was designed for this car and which gives a much greater reduction between the worn wheel and thus reduces the effort required to steer it. Along with these features, the Whippet has a low centre of gravity for greater road stability and riding comfort, and is of such a compact construction that it assures parking in the smallest possible space, although the roominess of the interior is generous throughout, the engineers say. But speed and power to take the steepest hills along with economy of operation are pointed out as outstanding features.

This year, however, Willys-Overland engineers have emphasized style of design and distinctiveness of appearance to an unusual degree and have incorporated in the Whippet an appeal to the eye as well as its proven mechanical advantages.

PEDESTRIANS SAFER

That the man behind the wheel is sharing the danger of the pedestrian in traffic crashes is indicated by reports reaching the California Committee on Public Safety.

So far this year one Eastern State shows an increase over last year of 40 per cent. In fatalities among occupants of automobiles, while the increase among pedestrians for the same period was only 3 per cent.

The report declares life-altered condition is due to speed. It is estimated that cars now are being driven approximately ten miles per hour faster than formerly, states the committee.

260-MILE AUTO ROAD

A modern automobile road, 260 miles long, is under construction between San Sebastian and Madrid, Spain. The roadway will be 36 feet wide, with six feet set aside for parked cars. The curves are to be made wider and will be banked, enabling drivers to make turns without having to slacken their speed. At every few miles there will be stationed small huts where one can buy gas, tyres and other accessories, and at no point will there be any intersection with other roads. Where other roads cross the speedway they will either be elevated or tunneled.

BUSINESS OPPORTUNITY.

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CAR INSURANCE
The Difficulties of Compulsion**CYCLING G.O.M.**
80 Years Old Essex Man's Daily Ride

On the question of drivers with bad insurance records who cannot obtain cover at any cost, the point arises, emphasizes "The Light Car and Cyclecar," whether if insurance became compulsory they would thus be prevented from driving.

Lord Russell has suggested that this would be a public advantage, but it is incredible that British law could ever fall so short as to allow a man to be tried and found guilty by a combine of insurance companies!

In matters of less importance compulsory insurance also bristles with difficulties. There are many men, for example, who run two cars but who have only one in use at a time; there are others who run a car and a motor cycle, and there are others who drive different cars almost every day of their lives. Third-party insurance providing for their requirements at equitable rates would have to be of a rather complicated character.

If the policy applied to the individual it would have to be separate from any "comprehensive policy" protecting him against loss of or damage to his car, and would create all manner of complications. It is sincerely to be hoped that if third-party insurance must be made compulsory it will not be the subject of rash and hurried legislation.

Most attention is being directed at the present time to the question of compulsory insurance.

Another View

Compulsory third-party insurance is once again in the lime-light and may before long find its way into the Statute Book. It is sincerely to be hoped, says "Motor Cycling," that if it must be introduced it's many difficulties and pitfalls will first be thoroughly examined.

It has been suggested by some newspapers that administration would resolve itself into terms of "no policy, no driving licence." This would give the licensing authorities a difficult task, if not an impossible one under present-day conditions.

A Valued Trophy

He produced a somewhat tarnished silver and enamel medal, which was his reward for completing 150 miles.

"But," he emphasized, "the machine I rode weighed a hundred-weight. It was what was known as a 'half-social.' There was one wheel, 48in. in diameter, at one side, with two other 18in. wheels front and back."

Similar difficulties arise if it is suggested that the insurance should be associated with the vehicle licence. What of the man who owns two machines? He can ride only one at a time and yet needs two vehicle licences.

Again, it would be necessary to provide for vehicle owners who take out part-year licences and lay up their machines for several months at a time, whilst the insurance companies would be called upon to cover an unknown risk in the form of the skill of the person who happened to be driving the vehicle.

"The strikers in Lea Bridge-road used to cheer us as we went by every morning, but they smashed up my Studebaker car which I loaned to some friends to enable them to get to their work."

Never Worries

Mr. Orme, of Wickford (Essex), now in his 80th year, has a greater variety of hobbies than many men half his age, and chief amongst them is motor-cycling.

For 50 years he lived in the Leytonstone district, and when he moved to Wickford recently he pulled down his bungalow and reerected it without assistance, even to the brickwork on the chimneys.

He is soldering up the parts of a fountain for his garden when a newspaper man called on him.

Mr. Orme, a striking figure nearly six feet tall, straight as a dart, and with a long, snowy beard, is high up in the veteran class of motor-cyclists, although he is too modest to claim the distinction of being the oldest in the country.

He is out every day on his machine, and his average for the past three weeks is 80 miles a day. He generally has his grown-up daughter in the sidecar.

Cool in Traffic

Crowded roads hold no terrors for Mr. Orme.

"I can thread my way through without any qualms," he said.

His machine is a modern one, but he drove one of the first models ever constructed, and before that rode practically every kind of pedal machine, many of them ponderous penny-farthing contrivances.

Mr. Orme is a retired manufacturer of scientific instruments—his business in High Holborn is now carried on by a son—and amongst the 20 patents which he brought out were several for the improvement of the bicycle. That is why, although he at one time owned two motor-cars, he has gone back to his old love:

He showed the interviewer a high-framed machine which, he said, he uses for short runs.

"How many are now living, I wonder, who recall the London Tricycle Club's first 24-hour run from Croydon, in 1893?" Mr. Orme asked. "The idea was to see how far we could travel in that time."

On that occasion Mr. Orme said he pedalled from Croydon to Brighton in four hours.

Wehr Tyres Came Off

"In those days of cushion tyres and big wheels," he continued, "we carried no tool bags for repairs—we hadn't even a brake."

The principal thing to remember on a long journey was brown paper and candles, so that when a tyre came off one could light the paper and by melting the candles into the narrow rims make a good 'cement'."

Three years ago, during the general strike, Mr. Orme daily drove his daughter—on the pillion and in the sidecar of his motor-cycle—from Leytonstone to the City.

**Drive a Trusty
"TRIUMPH"**
the Motor that never fails you



"Be sure to see it!"

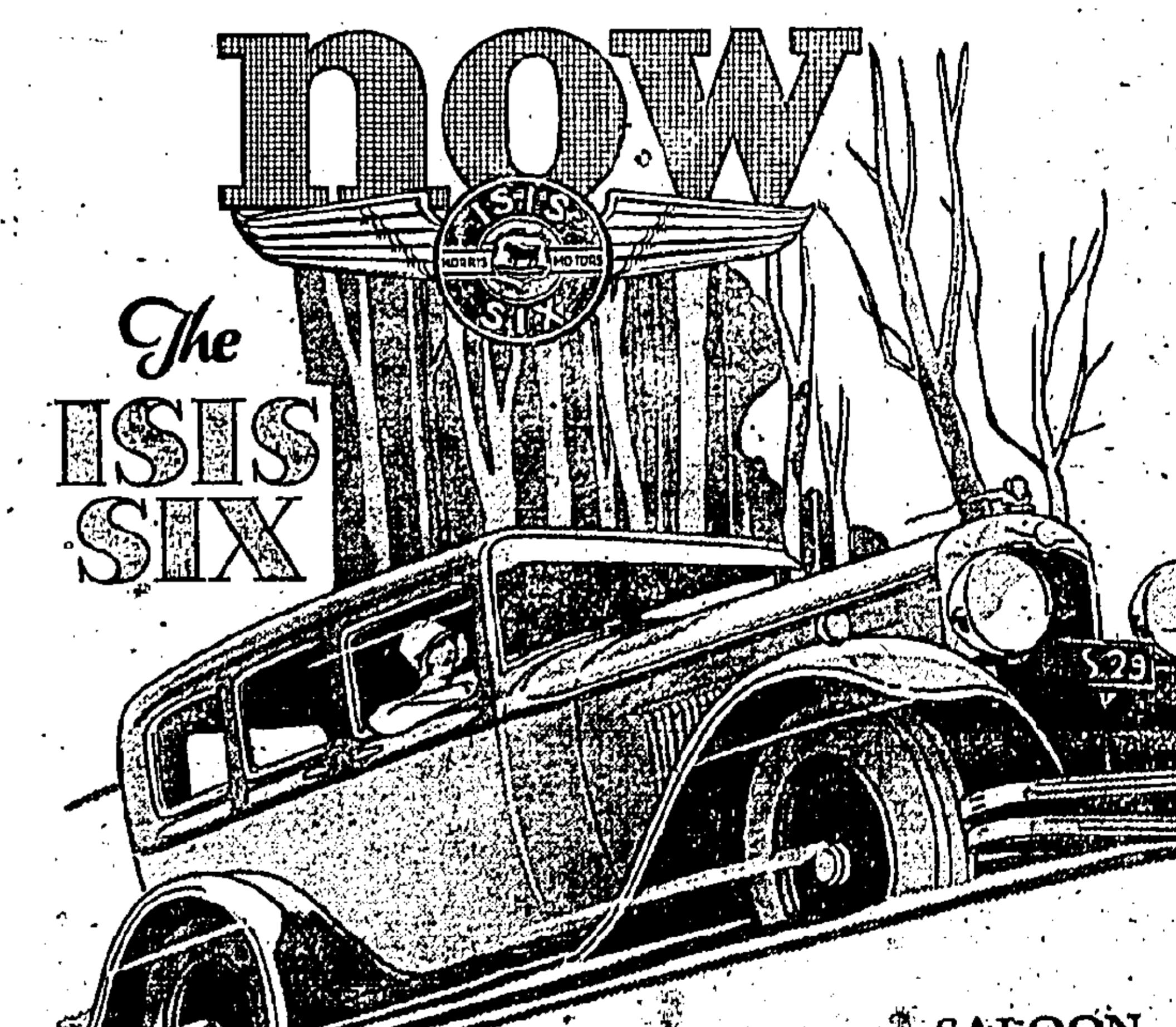
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with New Shock Absorbers
that check both bound and rebound

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like the river that inspired its name

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the road at high speeds—the sus-
pension is so perfect, the body hung so
low, yet with ample clearance. Body
and chassis are united in a one-piece
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Here's a six-cylinder engine (16 R.A.C.
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overhead valves—an engine built for long

life and speed, yet which does over 20
to the gallon.

Here you have the famous Lockheed
hydraulic brakes acting evenly on all four
wheels. And here British coachwork
modelled on the most graceful lines and
finished in the beautiful colours now ob-
tainable in cellulose lacquer. Here is
something really new—a price hitherto
thought impossible. For this magnif-
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PRODUCT OF MORRIS MOTORS (1928) LTD.



CHIEF EXECUTIVE: SIR WILLIAM R. MORRIS, M.P.



A POPULAR SPORT AT THE CRYSTAL PALACE. The Crystal Palace Motocycle Racing Club held their fifteenth race meeting at the Crystal Palace Track, London. Wall-nut, the winner, is seen in the air, the winner is seen taking the mass hairpin bend in the Richmond Cup race for motor-cycles and side-cars. Note the passenger's determined expression. (Sport and General).

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Hongkong Sunday Herald.

二廿月二十九年十二月二十一日 HONG KONG, SUNDAY, DECEMBER 22, 1929. 二廿月十一日 民國十八年

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ILLUSTRATED.

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PEAK TRAM PRANK

Might Have Ended In Disaster

STONES ON TRACK

A prank that might have ended in disaster was played by two Chinese boys on Friday afternoon when they placed stones on the Peak Tram track at the Kennedy Road Station, to see, as one of them put it immediately after arrest, how high the tram would jump!

Thanks to the sharp eye and prompt action of a Chinese Tram Inspector who was riding in the 1.10 p.m. down tram, the disaster was averted—and he was also responsible for the arrest of the bigger of the two boys. The other was subsequently arrested by Detective Sergeant J. Murphy following information received from the elder boy.

When the case was called before Mr. A. W. G. H. Grantham at the Central Magistracy yesterday, both boys, who had been released on bail of \$50 each, appeared. The elder lad admitted the offence, but the other denied it.

Vigilant Inspector

The case for the prosecution was that at the 1.10 p.m. down tram was nearing the Bowen Road bridge, the Chinese Tram Inspector noticed two Chinese boys on the track outside the Kennedy Road Station. Both boys were stooping and concluding that they were placing obstacles on the tram lines he communicated with the driver and got him to stop the tram just before reaching the Kennedy Road Station. As soon as the tram had stopped, the Inspector jumped off and when the two boys saw him they ran away.

The Inspector gave chase and caught the elder boy, the other getting away for the time being, but was eventually got by the Police. After catching the elder boy, the Inspector took him to the Kennedy Road Station and then proceeded to clear the lines and allowed the tram to go on. Then the Police were communicated with and the elder boy was handed over, the Tram Inspector taking the stones with him to the Police Station as evidence.

Pieces of Granite

These nine fair sized pieces of granite were produced in Court. In view of the younger boy's denial, the Magistrate put the elder one in the witness box. Here he gave his name as Cho Chit-man and admitted in a straightforward manner that he had placed stones on the tram lines. The suggestion, he said, was first made by the other boy and he agreed. The second boy also placed some stones on the lines.

Whilst giving evidence this lad played about with the Court Bible and Mr. Grantham said sternly: "Leave that alone, it is not your business."

In spite of the first boy's evidence, the other one persisted in his denial, but the Magistrate convicted both.

Detective Sergeant Murphy then asked that a serious view be taken of the matter as it was of fairly frequent occurrence and this was the first time they had caught any one. The Police wished to make an example of these two boys.

Endangering Life

Replying to the Magistrate, the Chief European Tram Inspector said that the placing of stones on the track was liable to derail the tram at the time and all their lives were endangered.

The Magistrate ordered the boys to each receive 12 strokes of the cane.

In conversation with the "China Mail" reporter outside the Court, the Chief Tram Inspector explained that the lines near the Kennedy Road Station were the most dangerous section of the track to place stones on as there was a bend which would throw the weight of the tram on one side and the obstacle could easily cause the wheel to leave the lines with very serious consequences, as there is a deep nullah by the side of the tramway.

CHURCHGOING REVIVAL

In those days of church-going? Of recent years it has frequently been declared that there is a serious decline in the attendance at Divine service, and grave warnings have been uttered of the consequences.

But, writes a London correspondent, the first three people to whom I tried to telephone—two in town and one in the country—were all, I was informed, at church with their families.

INSTONE BREWER

(Continued from Page 1.)

told to put the balance sheet in Chinese also.

You mean that the English was to be translated into Chinese?

"Sundry Creditors"

Answering other questions, Mr. Leo said that the meeting was most likely held on the afternoon of June 8. Usually the directors' meetings were held in the afternoon. Witness started to translate the balance sheet into Chinese on the following day (Saturday). He did not understand some parts of the balance sheet, so he asked the Bank auditor, Mr. Li Tung, to assist him. One of the items that witness could not translate into Chinese was "Sundry Creditors."

It was after the meeting on the previous day that he (witness) discovered that he could not translate the balance sheet, so on the Saturday morning he rang up the auditor and asked him to come to the bank. This would be at about 10 a.m., and Mr. Li Tung came soon after.

Mr. Li Tung and witness wrote the Chinese translation together. They were alone. The translation was completed on the Saturday morning. Then a new copy of the balance sheet was typed out and the Chinese translations of the various items were written on the left side of the document by the typist. The typist handed the clean copy to witness in the presence of Mr. Li Tung and two of the directors, who happened to be at the bank. They all examined the balance sheet.

The Balance Sheet

Afterwards witness wanted to show the balance sheet to Mr. Brewer or his wife but found that they were both not there. The reason witness wanted to show the balance sheet, was because during the translation into Chinese the auditor had cut out two lines.

They were:

Issued Capital \$1,480,200
Unallotted Reserve \$1,120,000

The two items were included by the auditor in Paid-up Capital.

When witness found that both Mr. and Mrs. Brewer were out, he sent the balance sheet to the printers by messenger, asking for a proof. The proof was received one or two days later, and after checking the Chinese part of the balance sheet he showed the proof to Mrs. Brewer. The auditor's signature was not on that proof.

Some Alterations

Later Mrs. Brewer sent for witness and questioned him about the alterations in the two items previously referred to and he told her that they were made by the auditor. Witness was then told to telephone for Mr. Li Tung and the latter came round and saw Mrs. Brewer.

Finally Mrs. Brewer handed the proof back to witness and he saw then that the auditor's signature was on it. Then witness asked three directors who were at the bank to sign also. After that he could not remember if he returned the proof to Mrs. Brewer, or kept it himself, or took it to the printers. It had been to the printers several times, but could not remember for what purpose.

On a subsequent date, about June 11 or 12 a number of proofs, between 10 and 20 were received from the printers.

By Mr. Fitzroy: When witness first sent the balance sheet to the printers on June 9 the Report of the Directors was not on the back of it. He remembered, however, that another typewritten paper was sent in company with the balance sheet.

The First Proof

The proofs witness received subsequently from the printers contained the corrections made on the first proof. They were then sent to each of the Hong Kong shareholders of the bank together with letters inviting them to attend a meeting. This would be about June 12 or 13. Witness did not show any of the proofs to Mr. Brewer before sending them to the shareholders.

Mr. Fitzroy: Why not? I am under the impression that he was ill for a few days about that time and did not attend office.

The general meeting, witness

LABOUR CRITICISED

(Continued from Page 1.)

Whereas schemes of municipalities or public companies sanctioned by Unemployed Grants Committee in the last two years of the late Government had involved an expenditure of £6,000,000 in six months, during which the present Government had been in office, this committee alone had sanctioned £13,500,000 for 630 different schemes, and at the present moment there were 923 fresh schemes under consideration, of a total value of £18,000,000, £5,500,000 expenditure had been sanctioned on electricity development.

Docks and Harbours

In regard to docks and harbours, here again the study of the unemployed problem convinced him that, if we wanted to develop our trade, more facilities and more efficient plant was required at many of our docks and wharves. He had invited a committee of dock authorities to meet him, and schemes had been approved for docks in such places as Dundee, Milford, Liverpool, Newcastle-on-Tyne, Shoreham, Inverness, Boston and Aberdeen. He would be devolving the House if he did not frankly say that in the end these schemes were the only expedient.

"I do not believe any Government can solve the unemployment problem by merely temporary schemes of whatever kind. I do believe that, in addition to all this spending up that I have enumerated, we have got to concentrate on your export trade."

He deplored the fact that the late Government had abolished trade commissioners for 22 different countries. The present Government proposed to restore most of these. It was engaged in reviving the whole of that department.

Trade Prospects

Dealing with the general trade prospects of the country Mr. Thomas said that recent events in London and America could not be minimised. Their effect was very serious. On the other hand, there were bright prospects in certain industries, if unification and nationalisation could take place. The motor industry offered more hope of employment than others. In the steel industry great changes were taking place. The steel industry was passing through a difficult period, and the cotton industry was in the same position precisely. He was applying himself in consultation with those trades and with experts to see how far they could stimulate those industries.

In conclusion, he repeated that he would do all he could by the expenditure of public money to provide employment, always provided it added to the efficiency and general prospects of the country as a whole.

Just as his predecessor put on the brake he was putting on the accelerator. The motion against the Government was rejected by 222 votes against 146.—British Wireless Service.

It will be remembered that at the time of the recent trouble, the Central Bank notes depreciated to such an extent that the Government had to pass a regulation, compelling the payment of all taxes in the ratio of 80 per cent. in coins and 20 per cent. in notes, in order to maintain the value of notes, the local financial authorities have, it is learned, proposed to collect all taxes in the ratio of 70 per cent. in coins and 30 per cent. in notes, as from January 1, 1930. This proposal will be put into effect as soon as it is passed by the Provincial Council.—Canton News Agency.

LORD BYNG ILL

Visit To South Africa Postponed

Rugby, Yesterday.

The following bulletin was issued last night from the London residence of Lord Byng of Vimy, whose proposed departure for South Africa yesterday was postponed owing to a setback in his progress: "Profound Catarrh and fever continue quite quiet and comfortable." His general condition is satisfactory.—British Wireless Service.

Widow in Court

Reply to Mr. Brewer, witness said that he made an entry in the minutes book concerning that meeting.

Asked to read it, witness read to the effect that the meeting was held in the absence of the Chairman who was ill. The accounts were unanimously passed, two directors were re-elected, and then the meeting was adjourned until a "suitable date" on account of the Chairman's illness.

Mr. Fitzroy: You have said that there was no meeting on the 18th, please explain why that entry was made.

Witness caused some laughter when he replied that those two resolutions were meant to be proposed that day, and when the meeting was adjourned, the resolutions were meant to be adjourned too! The meeting proper was held on July 21, 1928.

At this point the case was adjourned until Monday afternoon.

COAL MINERS' ISSUE

The Power To Compel Amalgamation

CONCESSIONS FORECAST

Rugby, Yesterday. It is anticipated that there will be many close divisions during the committee stage in the House of Commons of the Government's Coal Miners' Bill, which was passed on the second reading by a majority of eight.

The "Times" states that the Government are prepared to make substantial concessions on the marketing section of the bill.

The "Daily Herald" fears that the protracted proceedings in committee may hold up business to such an extent as to endanger the Government's legislative proposals. Discussing the demands for changes in bill "The Herald" says that some of these come from certain of the Government's supporters, and adds: "Doubtless there will be overtures and conversations and, perhaps, before these are begun, the Government will be able to satisfy itself and its opponents on the disputed question of whether there is or is not existing statutory power to compel amalgamations among colliery companies.—British Wireless Service.

THE NORTHERN WAR

Shansi Troops Join Against The Rebels

Nanking, Yesterday.

Minister Chai Tai-wei wired on December 17 to Nanking that General Chu Sha-ching, at the head of 4 divisions of Shansi troops, has arrived with 2 divisions at Shih-sing, a district on the Kin-Han Line, North of Honan, while the two remaining divisions are following on. The participation of the Shansi troops against the rebels has been confirmed.

A New Link Peking, Yesterday. General Chang Hsueh-liang has given full support to General Yen Hsi-san's draft telegram, denouncing the rebels, which will very soon be circulated.

After his revolt, General Tang Seng-chi, finding that he is not supported by General Yen Hsi-san, has led his troops from Hauchang to the Lung-Hui Line in order to occupy Loyang to link up with the Kuomintang, and from Chengchow and K'ai-feng to the East to combine with Generals Han Fu-kui and Shih Yu-san.

Tax Payments It will be remembered that at the time of the recent trouble, the Central Bank notes depreciated to such an extent that the Government had to pass a regulation, compelling the payment of all taxes in the ratio of 80 per cent. in coins and 20 per cent. in notes, in order to maintain the value of notes, the local financial authorities have, it is learned, proposed to collect all taxes in the ratio of 70 per cent. in coins and 30 per cent. in notes, as from January 1, 1930. This proposal will be put into effect as soon as it is passed by the Provincial Council.—Canton News Agency.

LORD BYNG ILL

Visit To South Africa Postponed

Rugby, Yesterday.

The following bulletin was issued last night from the London residence of Lord Byng of Vimy, whose proposed departure for South Africa yesterday was postponed owing to a setback in his progress: "Profound Catarrh and fever continue quite quiet and comfortable." His general condition is satisfactory.—British Wireless Service.

Widow in Court

Reply to Mr. Brewer, witness said that he made an entry in the minutes book concerning that meeting.

Asked to read it, witness read to the effect that the meeting was held in the absence of the Chairman who was ill. The accounts were unanimously passed, two directors were re-elected, and then the meeting was adjourned until a "suitable date" on account of the Chairman's illness.

Mr. Fitzroy: You have said that there was no meeting on the 18th, please explain why that entry was made.

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CHRISTMAS GIFTS

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